



U.S. Department
of Transportation

**National Highway
Traffic Safety
Administration**

400 Seventh Street, S.W.
Washington, D.C. 20590

Dear Crash Data Researchers/Users:

Thank you for choosing crash data from the National Highway Traffic Safety Administration (NHTSA) for your research or other use. The information contained in this motor vehicle crash report is collected, maintained and distributed in accordance with Public Law 89-564. In accordance with this Public Law, NHTSA is required not to release any case information until completion of quality control procedures. These procedures include a review of the case material to extract all names, licenses and registration numbers, non-coded interview material, non-research related researcher comments in the margins, non-factual data, and the production number portion of the vehicle identification number (VIN).

If you requested NHTSA to query its database files in order to identify a specific crash, then that query was made using non-personal descriptors you provided for use in our search. This motor vehicle crash may have been identified from a data search and matches the general, non-personal descriptors you provided, but we cannot confirm that this is the specific crash report you requested.

If you have any questions with regard to the above procedures, please contact the Field Operations Branch, Crash Investigation Division, National Center for Statistics and Analysis at 202-366-4820. Again, please be advised that we cannot confirm that this is the case that you have specifically requested nor can we certify the information to be correct.

*** *** ***



AUTO SAFETY HOTLINE
(800) 424-9393
Wash. D.C. Area 366-0123

UMTRI - 96 - 8
VERSION 05

UM-3703-98
1998 Chevrolet Cavalier

In-depth Vehicle Occupant Report

The University
of Michigan
Transportation
Research Institute



UMIVOR-UMIVOR-UMIVOR

DISCLAIMERS

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The crash investigation process is an inexact science which requires that physical evidence such as skid marks, vehicular damage measurements, and occupant contact points are coupled with the investigator's expert knowledge and experience of vehicle dynamics and occupant kinematics in order to determine the pre-crash, crash, and post-crash movements of involved vehicles and occupants.

Because each crash is a unique sequence of events, generalized conclusions cannot be made concerning the crashworthiness performance of the involved vehicle(s) or their safety systems.

Case Vehicle (A): 1998 Chevrolet
 Type: Cavalier LS, 4-door sedan
 Driver: 43-year-old female
 CDC: Ø3-RPAW-3

Veh. (B): 1991 Ford
 Type: Aerostar XL, 4 x 2 wagon
 Driver: 42-year-old male
 CDC: 99-ØØØØ-Ø

Situation

(Slide 1) Case vehicle (A) was traveling north at a driver-estimated speed of 48 kph (30 mph) in the right northbound lane of 5-lane asphalt, urban road, in a commercial area. It was daylight, the weather was clear, and the road surface was dry and in good condition. Vehicle (B) was traveling west on a 5-lane divided asphalt road. (Slide 2) At the intersection of the two roads, the driver of case vehicle (A) failed to stop for the "Red" traffic signal and proceeded into the path of vehicle (B). The driver of vehicle (B) was unable to stop in time and the front of vehicle (B) struck case vehicle (A) in the right side.

Vehicle (B) was towed to a private residence and was unavailable for inspection.

Using the WinSMASH accident-reconstruction program and (slide 3, 4 and 5) c-values measured for case vehicle (A), the following Equivalent Barrier Speed was calculated:

Vehicle	Variable	Calculated Velocity Change - kph (mph)		
		Total	Longitudinal	Latitudinal
Case Vehicle (A)	EBS	39 (24)	-7 (-4)	-38 (-24)

Exterior Damage

(Slide 6) Damage to case vehicle (A) was severe. (Slide 7 and 8) The maximum crush was 28 cm to the right-rear door. (Slide 9) Direct contact damage began 83-cm forward of the right-rear bumper corner and extended 187-cm forward to the right-front door and (slide 10) included the upper B-pillar. On the right side, (slide 11) the front door, (slide 12) the roof siderail, and (slide 13) rear quarter panel were damaged, both doors were jammed shut, both door windows were broken out, and the wheelbase was increased 3 cm. (Slide 14) There was no damage to the front of the vehicle or (slides 15 and 16) to the engine compartment, (slide 17) and the windshield was cracked due to contact by the passenger airbag cover. (Slide 18) There was no left-side

damage and (slide 19) no change in the left wheelbase. (Slide 20) There was no damage to the rear of the vehicle.

Interior Damage

(Slide 21) This vehicle was equipped with steering-wheel, and (slide 22) passenger frontal-impact airbags, which deployed in this right-side collision. The passenger airbag module cover contacted and cracked the windshield upon airbag deployment. (Slide 23) There was no damage to the steering-wheel rim or (slide 24) spokes. There was no apparent vertical rotation of the steering column, (slide 25) but it was rotated to the right. The following intrusions were noted and measured:

Location	Component	Distance (cm)	Direction
Right front (slide 26)	B-pillar	18	to left
	Door	14	to left
	Sill	12	to left
	Roof siderail	4	to left
Right rear (slide 27)	Door	12	to left
	Sill	12	to left
	Roof siderail	3	to left

(Slides 28 and 29) The center console/center armrest was damage by driver hip contact. (Slide 30) The upper instrument panel and upper vent outlets were damaged by passenger airbag deployment. (Slides 31 and 32) Impact forces damaged both right-side door interiors and their components, and the C-pillar. (Slide 33) The driver contacted, but did not damage the vertical console and parking brake release. (Slide 34) The right-front seat cushion was damaged, (slide 35) the seatback was pushed rearward, and the seat adjuster was jammed. (Slide 36, 37, 38 and 39) There was no other observable interior damage.

Occupant Injuries and Kinematics

(Slide 40) The 5-ft, 0 in, 43-year-old female driver was wearing the 3-point belt and the airbag deployed. On impact, she continued moving forward and to the right in relation to the vehicle. She sustained contusions to the face on her left cheek and left side of her lips, (slide 41) due to contact by the deploying airbag. She sustained a laceration to her forehead, probably due to flying broken glass, or possibly due to contact by the deploying airbag. She sustained neck

muscle strain, probably due to impact forces, but possibly due to contact by the deploying airbag. She sustained back strain, (slide 42) probably due to contact with the center console, and/or impact. She sustained a contusion to her left wrist, probably due to contact by the deploying airbag, but possibly due to contact with the steering-wheel rim. She sustained a contusion to her right thigh, due to contact with the center console/center armrest. She sustained a contusion to her right knee, (slide 43) due to contact with the vertical console.

(Slide 44) The attached table summarizes the injuries sustained by the female driver, who was the lone occupant of case vehicle (A).

Occupant: Driver
 Restraints: 3-point restraint worn and airbag deployed

Age: 43 years
 Stature: 152 cm (5 ft 0 in)

Sex: Female
 Mass: 48 kg (105 lb)

Injury Description	A.I.S.	Injury Source		
		Definite	Probable	Possible
Facial laceration, forehead	1		Flying broken glass	Airbag
Facial contusions, left cheek and lip	1	Airbag		
Cervical strain	1		Impact forces	Airbag
Lumbar strain	1		Center console/center armrest	Impact forces
Contusion, left wrist	1		Airbag	Steering-wheel rim
Contusion, right thigh	1	Center console/center armrest		
Contusion, right knee	1	Vertical console		
<u>Maximum A.I.S. Level</u>	<u>1</u>			
<u>Injury Severity Score</u>	<u>3</u>			

$$\begin{array}{r} 30 \\ \hline 1 \end{array}$$

1

$$\begin{array}{ccccc} 0 & 3 & 7 & 0 & 3 \\ \hline 3 & & & & 7 \end{array}$$
$$\frac{4}{16} \quad \frac{4}{16}$$

U M - 3 7 0 3 - 9 8
18 27

A D
9

0 1

0 5
13

9 9
33 39

38 38

(98) Not Applicable

[REDACTED], 98

[REDACTED]

██████████, Michigan

SLIDES

POLAROIDS

[REDACTED]

GENERAL INFORMATION GI-1

TIME		ENVIRONMENTAL CONDITIONS	
DATE OF COLLISION <u> </u> / <u>98</u>		CONSTRUCTION ZONE	
<small>m m d d y y</small>		(0) NO (1) YES (9) UNKNOWN	
HOUR OF COLLISION <u>1446</u> <small>(24 HOUR CLOCK)</small> <small>19 22</small>		ROAD ALIGNMENT VERTICAL PLANE	
		(1) LEVEL (2) CREST OF HILL (3) SLOPE (2%) (4) BOTTOM OF HILL (9) UNKNOWN	
LOCATION		ROAD ALIGNMENT HORIZONTAL PLANE	
STATE: <u>Michigan</u>		(1) STRAIGHT (2) CURVE (3) T - SHAPED (4) Y - SHAPED (7) OTHER: _____ (9) UNKNOWN	
STATE FIPS CODE <u>26</u> <small>23 24</small>		SURFACE COVERING	
AREA		(10) DRY	
(1) URBAN (2) RURAL (9) UNKNOWN		(21) WATER - DAMP (22) WATER - WET (23) WATER - PUDDLED (29) WATER - AMOUNT UNKNOWN	
		(31) SNOW - LOOSE (32) SNOW - PACKED (39) SNOW - CONDITION UNKNOWN	
ENVIRONMENTAL CONDITIONS		(41) ICE (51) SLUSH (61) SPILLED GRAVEL (71) OTHER: _____ (99) UNKNOWN	
LIMITED-ACCESS HIGHWAY		VISIBILITY LIMITATION (FOR CASE VEHICLE)	
(0) NO (1) YES (9) UNKNOWN		(0) NONE (1) CLOUDY/DARK (2) FOG (3) SMOKE (4) WINDSHIELD CONDITION (5) GLARE (6) RAIN (7) OTHER: _____ (8) ICE/SNOW (9) UNKNOWN	
ROAD, TOTAL TRAFFIC LANES (FOR CASE VEHICLE)		VISIBILITY OBSTRUCTION (FOR CASE VEHICLE)	
(1) 1-LANE (2) 2-LANES (3) 3-LANES (4) 4 OR MORE LANES (5) DIVIDED, 4 OR MORE LANES (6) PARKING LOT/DRIVEWAY (7) OTHER: _____ (9) UNKNOWN		(0) NONE (1) BUILDING (2) SIGN (3) VEGETATION (E.G. BUSHES, SHRUBS) (4) TREE (5) HILL OR CURVE IN ROAD (6) VEHICLE IN TRANSPORT (7) OTHER: _____ (8) PARKED VEHICLE (9) UNKNOWN	
INTERSECTING RD, TOTAL LANES CHOOSE FROM ABOVE LIST, OR			
(8) NOT APPLICABLE			
TYPE OF ROAD SURFACE			
(1) ASPHALT (2) CONCRETE (3) GRAVEL (4) MORE THAN ONE (CIRCLE EACH) (7) OTHER: _____ (9) UNKNOWN			
ROAD DEFECTS			
(0) NO (1) YES (9) UNKNOWN			


GENERAL INFORMATION GI-3

CRASH DETAILS		
CASE VEHICLE AND OBJECT (0) NO (1) YES (9) UNKNOWN	$\frac{0}{45}$	HIGHEST POLICE INJURY SEVERITY CODE IN CRASH (NOT JUST CASE VEHICLE) (0) O - NO INJURY (1) C - POSSIBLE INJURY (2) B - NON-INCAPACITATING INJURY (3) A - INCAPACITATING INJURY (4) K - FATAL (5) INJURED, SEVERITY UNKNOWN (6) DIED PRIOR TO ACCIDENT (7) NON-FATAL INJURY SEVERITY UNKNOWN (9) UNKNOWN
CASE VEHICLE ROLLOVER (0) NO ROLLOVER (1) YES, FIRST EVENT (2) YES, SUBSEQUENT EVENT (3) YES, SEQUENCE UNKNOWN (9) UNKNOWN	$\frac{0}{46}$	
CASE VEHICLE RAN OFF ROADWAY (BEFORE FIRST IMPACT) (0) NO (1) YES (9) UNKNOWN	$\frac{0}{47}$	DRIVER IMPAIRMENT DRIVER ALCOHOL INVOLVEMENT (CASE VEHICLE) (0) NONE (1) YES (9) UNKNOWN/NOT REPORTED/NO DRIVER
MOVING CASE VEHICLE AND CONTACTED MOVING VEHICLE (0) NO (1) YES (9) UNKNOWN	$\frac{1}{48}$	DRIVER ALCOHOL BAC (CASE VEHICLE) (80) NO TEST (90) CHEMICAL TESTS, NO RESULTS (95) AUTOPSY, NO RESULTS (99) UNKNOWN
CASE VEHICLE AND CONTACTED STOPPED VEHICLE (0) NO (1) YES (9) UNKNOWN	$\frac{0}{49}$	WAS THERE MENTION OF DRIVER IMPAIRMENT FOR CASE VEHICLE? (0) NO (1) YES (9) UNKNOWN
STOPPED CASE VEHICLE AND CONTACTED VEHICLE (0) NO (1) YES (9) UNKNOWN	$\frac{0}{50}$	LIST IMPAIRMENTS MENTIONED: <hr/> <hr/> <hr/>
TOTAL NUMBER OF VEHICLES CONTACTED BY CASE VEHICLE IN CRASH (8) 8 OR MORE (9) UNKNOWN	$\frac{1}{51}$	POST - CRASH DETAIL MANNER CASE VEHICLE LEFT SCENE (1) DRIVEN (2) TOWED DUE TO DAMAGE (3) TOWED, NOT DUE TO DAMAGE (4) TOWED, REASON UNKNOWN (9) UNKNOWN
ANY FIRE IN THIS CRASH (NOT JUST CASE VEHICLE) (0) NO (1) YES (9) UNKNOWN	$\frac{0}{52}$	$\frac{2}{53}$

ACCIDENT SCHEMATIC

BEST AVAILABLE COPY

ACCIDENT DESCRIPTION: Case vehicle (A) was traveling through an intersection on a red light and was struck in the right side by vehicle (B).

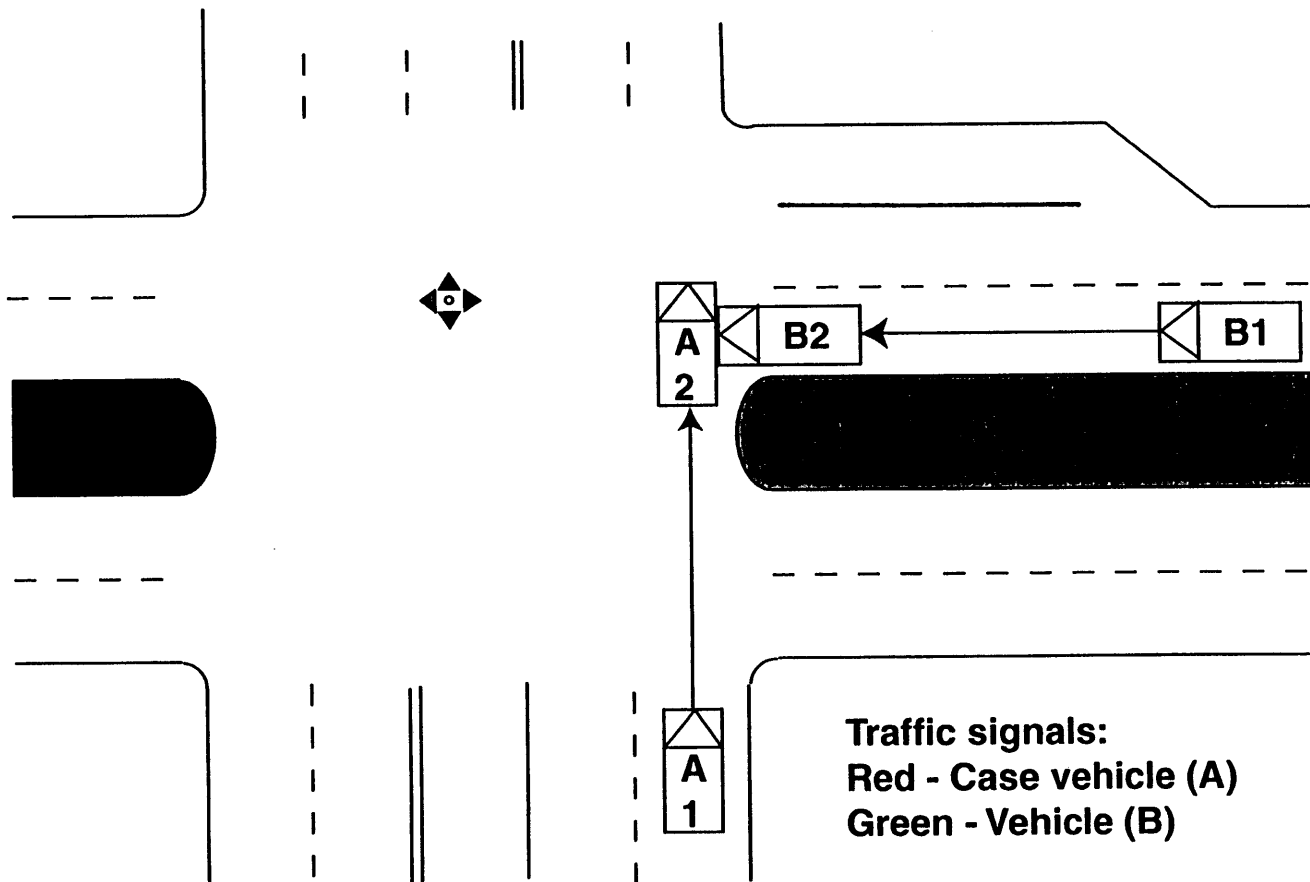
CASE VEHICLE (A): 1998 Chevrolet Cavalier 

OTHER VEHICLE (B): 1991 Ford Aerostar

THIRD VEHICLE (C): _____



NORTH



Traffic signals:
Red - Case vehicle (A)
Green - Vehicle (B)

Duplicate columns 1-8
from the previous card.

Module 0 V Format 0 1
9 10 11 12

OTHER VEHICLE

OV-1

MAKE: Ford

CARGO: _____

MODEL: Aerostar XL, 4 x 2 Wagon

VIN

13

29

MANUFAC/BODY CODE

1 2 1 1 1
30 34

MAKE/MODEL CODE

3 1 3 0
38

MODEL YEAR

1 9 9 1

VEHICLE MASS (kg)

0 0 1 5 7 8
41 46

IF SEPARATE REPORT WAS MADE,
GIVE VEHICLE NUMBER

0

NUMBER OF OCCUPANTS
(ENTER 9'S IF UNKNOWN)

0 3
49

TRAVELING SPEED (km/h)

9 9 9
52

- (000) PARKED OR STOPPED
(995) JUST STARTING UP
(996) BACKING UP
(997) SPEED NOT EXCESSIVE (BUT UNKNOWN)
(998) SPEED EXCESSIVE (BUT UNKNOWN)
(999) UNKNOWN

HIGHEST POLICE INJURY SEVERITY
CODE FOR THIS VEHICLE

- (0) O - NO INJURY
(1) C - POSSIBLE INJURY
(2) B - NON-INCAPACITATING INJURY
(3) A - INCAPACITATING INJURY
(4) K - FATAL
(5) INJURED, SEVERITY UNKNOWN
(6) DIED PRIOR TO ACCIDENT
(7) NON-FATAL INJURY
SEVERITY UNKNOWN
(8) UNOCCUPIED VEHICLE
(NOT APPLICABLE)
(9) UNKNOWN

2
53

VEHICLE TYPE

PASSENGER VEHICLE

- (02) LARGE
(03) LIMOUSINE
(17) PICKUP CAR
(20) UNKNOWN PASSENGER VEHICLE BODY
(24) SUB-MINI
(25) MINI
(26) SUB-COMPACT
(27) COMPACT
(28) INTERMEDIATE
(29) FULL

1 1
54 55

MULTIPURPOSE PASSENGER VEHICLE

- (14) SMALL UTILITY (WHEELBASE LESS THAN 107",
E.G. JEEP, BRONCO)
(15) LARGE UTILITY (WHEELBASE MORE THAN 107",
E.G. PANEL TRUCK, SUBURBAN)
(16) PICKUP TRUCK WITH CANOPY/SHELL COVER
(17) PICKUP CAR WITH CANOPY/SHELL COVER
(21) MOTOR HOME
(22) PICKUP TRUCK WITH SLIDE-IN CAMPER
(23) PICKUP CAR WITH SLIDE-IN CAMPER
(31) CHASSIS-MOUNTED CAMPER

TRUCK

- (11) SMALL VAN (E.G. ECONOLINE)
(12) PICKUP TRUCK
(13) UNKNOWN LIGHT TRUCK
(15) LARGE UTILITY (E.G. PANEL TRUCK, SUBURBAN)
(16) PICKUP TRUCK WITH CANOPY/SHELL COVER
(22) PICKUP TRUCK WITH SLIDE-IN CAMPER
(30) UNKNOWN TRUCK TYPE
(31) CHASSIS-MOUNTED CAMPER
(33) DELIVERY VAN (WALK-IN)
(34) STRAIGHT TRUCK
(35) TRUCK-TRACTOR (BOSTAL)
(36) CHASSIS-CAB
(37) UNKNOWN HEAVY TRUCK
(38) TRACTOR & SEMI-TRAILER (SEMI)
(39) TRUCK (OR SEMI) & FULL TRAILER(S)

BUS

- (40) UNKNOWN BUS TYPE
(41) SCHOOL BUS
(42) INTERCITY BUS (BETWEEN CITIES)
(43) TRANSIT BUS (INTRACITY)
(44) STREETCAR (ON TRACKS)

- (68) TRAIN (CARS)
(69) LOCOMOTIVE (ENGINE, SWITCHER)

(99) UNKNOWN

WHEELBASE (cm)

(999) UNKNOWN

3 0 2
56 57 58

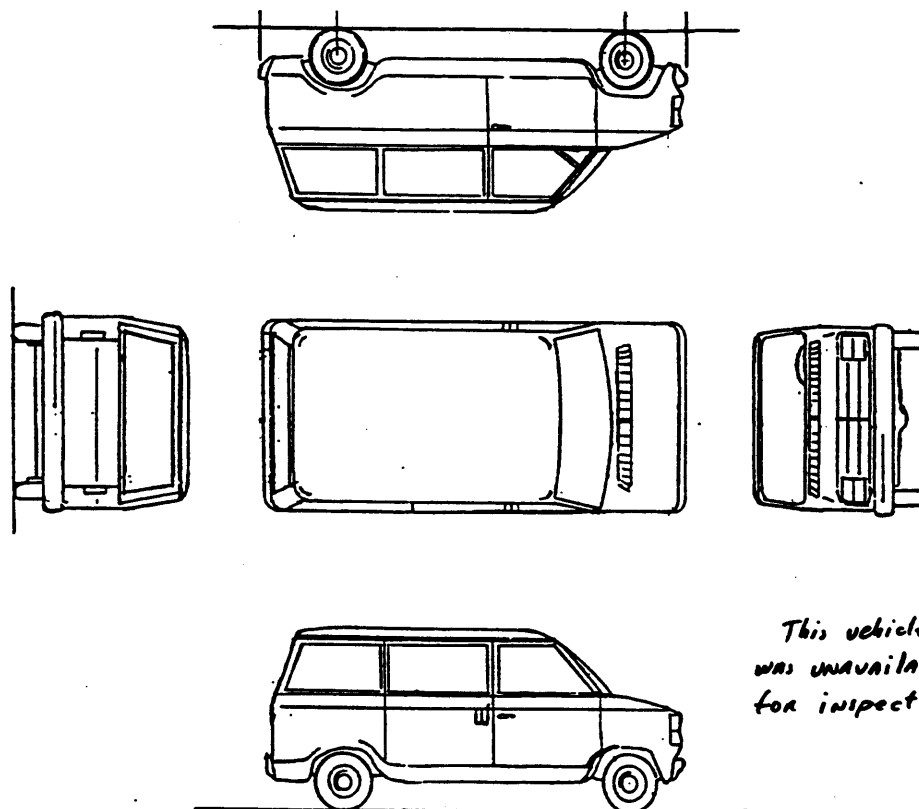
Duplicate columns 1-8
from the previous card.Module 0 V Format 0 2
9 10 11 12

OTHER VEHICLE OV-2

ORIGINAL SPECIFICATIONS

Wheelbase	<u>302</u> cm	Front Overhang	<u>069</u> cm
Curb Weight	<u>1578</u> kg	Rear Overhang	<u>113</u> cm
Average Track Width	<u>154</u> cm	Undeformed End Width (UEW)	<u>164</u> cm
Overall Length	<u>483</u> cm	Engine Displacement	<u>3.0</u> L
Overall Width (OAW)	<u>183</u> cm	Engine: # of Cylinders	<u>06</u>

VEHICLE DAMAGE



FRONTAL CRASH OVERLAP

Round up for .5. 98 = 98% or more
Enter % overlap or "99" for missing or N/A.

Direct Damage Length (DDL)

999 cm
35 37Front-End Overlap (Percent) = $\frac{DDL}{UEW}$ 99 %
38 39Vehicle Overlap (Percent) = $\frac{DDL + 1/2 (OAW - UEW)}{OAW}$ 99 %
40 41

Duplicate columns 1-8
from the previous card.

Module V D Format 0 1
9 10 11 12

VEHICLE DESCRIPTION VD-1

MAKE: Chevrolet
MODEL: Cavalier LS, 2-door sedan

CARGO: Suitcases, clothes
40 lbs.

VIN

13

29

MANUFAC/BODY CODE

1 1 3 2 7
30 34

MAKE/MODEL CODE

0 1 1 8
36

MODEL YEAR

1 9 9 8

VEHICLE MASS (kg)

0 0 1 3 0 6
41 46

ODOMETER (km)

(ENTER 9'S IF UNKNOWN)

(ENTER 8'S IF ELECTRONIC)

0 2 1 8 1 6
47 52

NUMBER OF OCCUPANTS

(ENTER 9'S IF UNKNOWN)

0 1
54

TRAVELING SPEED (km/h)

9 9 7
57

(000) PARKED OR STOPPED

(995) JUST STARTING UP

(996) BACKING UP

(997) SPEED NOT EXCESSIVE (BUT UNKNOWN)

(998) SPEED EXCESSIVE (BUT UNKNOWN)

(999) UNKNOWN

STOLEN VEHICLE

- (0) NO
(1) YES
(8) NOT COLLECTED
(9) UNKNOWN

8
60

BODY STRUCTURE

- (1) BODY & FRAME
(2) UNITIZED
(3) INTEGRAL-STUB FRAME
(4) BODY & PLATFORM FRAME
(E.G. VW BUG)
(5) PARTIALLY UNITIZED
(7) OTHER: _____
(9) UNKNOWN

2
61

TRANSMISSION

- (0) NONE
(1) AUTOMATIC
(2) MANUAL
(9) UNKNOWN

1
62

VEHICLE TYPE

PASSENGER VEHICLE

(11) 2-DOOR HARDTOP (NO UPPER B-PILLAR)

(12) 2-DOOR SEDAN OR COUPE

(ANY UPPER B-PILLAR)

(13) 4-DOOR HARDTOP

(14) 4-DOOR SEDAN

(15) STATION WAGON

(16) CONVERTIBLE

(18) OTHER PASS. VEH. : _____

(19) PASSENGER VEHICLE, TYPE UNKNOWN

MULTIPURPOSE PASSENGER VEHICLE

(21) SMALL UTILITY (E.G. JEEP, SCOUT, BRONCO)

(22) LARGE UTILITY (E.G. PANEL TRUCK, SUBURBAN)

(23) VAN, SIZE UNKNOWN

(24) VAN, SMALL (MINI)

(25) VAN, LARGE

(29) MPV, TYPE UNKNOWN

(30) MOTOR HOME

TRUCK

(31) PICKUP TRUCK, UNKNOWN

(32) PICKUP TRUCK, SMALL (DOWNSIZED)

(33) PICKUP TRUCK, LARGE

(99) UNKNOWN

1 4
58 59

LOCATION OF TRANSMISSION SELECTOR LEVER

- (1) FLOOR
(2) CONSOLE
(3) COLUMN
(7) OTHER: _____
(9) UNKNOWN

2
63

STEERING

- (1) POWER
(2) MANUAL
(9) UNKNOWN

1
64

BRAKES

- (1) POWER
(2) MANUAL
(9) UNKNOWN

1
65

VEHICLE DESCRIPTION VD-2

TYPE OF BRAKES

- (0) DRUM, ALL WHEELS
 (2) DISC, FRONT WHEELS
 (3) DISC, ALL WHEELS
 (9) UNKNOWN

2
66

WHEELBASE (cm)
 (999) Unknown

269
74 75 76

BRAKE ANTI-LOCK DEVICE

- (0) NONE INSTALLED
 (1) TWO-WHEEL
 (2) FOUR-WHEEL
 (7) EQUIPPED, UNKNOWN WHEELS
 (9) UNKNOWN

2
67

PLASTIC ANTI-LACERATIVE
 INNER LAYER GLASS EQUIPPED

- (0) NONE
 (1) WINDSHIELD
 (2) WINDSHIELD AND SIDE
 (7) OTHER
 (9) UNKNOWN

0
77

AIR CONDITIONING IN VEHICLE

- (0) NO
 (1) YES
 (8) NOT COLLECTED
 (9) UNKNOWN

8
68

TYPE OF DRIVE

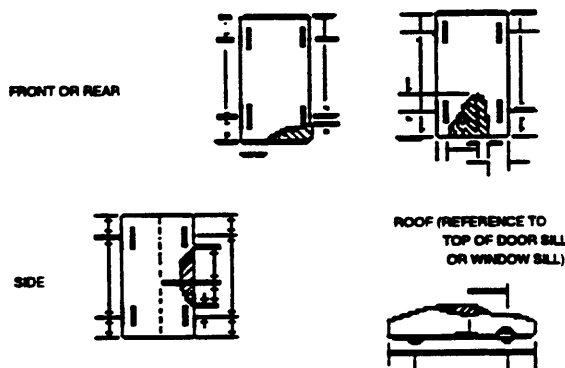
- (1) REAR WHEEL
 (2) FRONT WHEEL
 (3) FOUR WHEEL
 (4) ALL WHEEL DRIVE
 (9) UNKNOWN

2
69

FIELD INVESTIGATOR INSTRUCTIONS:

1. INDICATE CRUSHED AREAS BY OUT-LINING NEW PERIMETER OF VEHICLE AND SHADING THE DAMAGED AREAS ON THE LARGE SKETCH ON PAGE VD-3. USE AS MANY SKETCHES AS NECESSARY TO COMPLETELY DESCRIBE THE DAMAGE.
2. ENTER THE DIMENSIONS ON THE SKETCH(ES) MEASURED TO THE POINT OF MAXIMUM PENETRATION BY THE OBJECT(S) CONTACTED. USE THE EXAMPLES BELOW AS A GUIDE.
3. ENTER THE THREE DIMENSIONS TO THE CENTER OF THE WHEELS (WHEELBASE, FRONT AND REAR OVERHANGS) ON BOTH SIDES OF THE CAR.
4. ADD OTHER DIMENSIONS AS NECESSARY TO COMPLETELY DESCRIBE THE DAMAGE.

EXAMPLES:



DUAL REAR WHEELS

- (0) NO
 (1) YES
 (9) UNKNOWN

0
70

ORIGINAL TYPE
OF RESTRAINT SYSTEM

- (1) ACTIVE BELT
 (2) PASSIVE BELT
 (3) AIRBAG
 (4) KNEE BOLSTERS
 (7) OTHER: _____
 (8) NOT APPLICABLE (NOT EQUIPPED)
 (9) UNKNOWN

3
71

EQUIPPED WITH ROLL BAR

- (0) NO
 (1) YES
 (9) UNKNOWN

0
72

TYPE OF ROOF

- (0) NONE
 (1) SOLID
 (2) T-TOP CLOSED
 (3) T-TOP OPEN
 (4) SUN ROOF CLOSED
 (5) SUN ROOF OPEN
 (6) CONVERTIBLE CLOSED
 (7) CONVERTIBLE OPEN
 (8) OTHER: _____
 (9) UNKNOWN

1
73

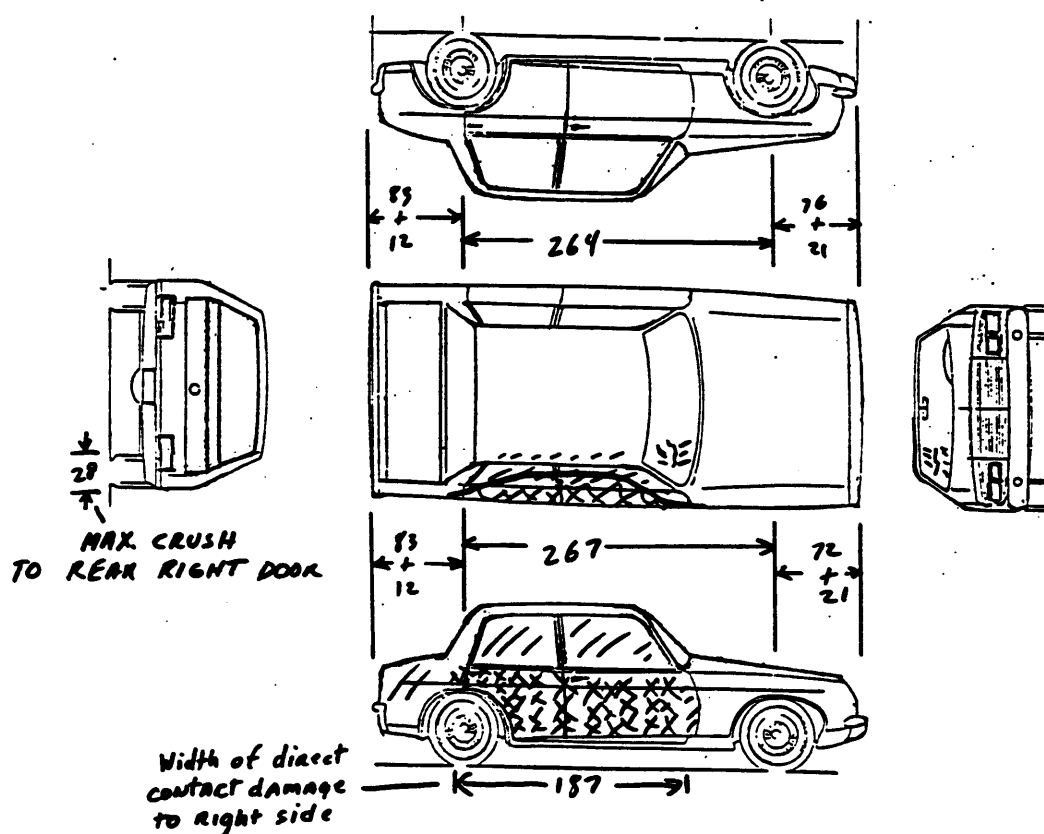
Duplicate columns 1-8
from the previous card.Module V 9 D 10 Format 0 2
11 12

VEHICLE DESCRIPTION VD-3

ORIGINAL SPECIFICATIONS

Wheelbase	<u>264</u> cm	Front Overhang	<u>0</u> <u>9</u> <u>8</u> cm 22 24
Curb Weight	<u>1238</u> kg	Rear Overhang	<u>0</u> <u>9</u> <u>7</u> cm 25 27
Average Track Width	<u>1</u> <u>4</u> <u>5</u> cm 13 15	Undeformed End Width (UEW)	<u>1</u> <u>3</u> <u>2</u> cm 28 30
Overall Length	<u>4</u> <u>5</u> <u>9</u> cm 16 18	Engine Displacement	<u>2</u> <u>2</u> L 31 32
Overall Width (OAW)	<u>1</u> <u>7</u> <u>2</u> cm 19 21	Engine: # of Cylinders	<u>0</u> <u>4</u> 33 34

VEHICLE DAMAGE



FRONTAL CRASH OVERLAP

Round up for .5. 98 = 98% or more
Enter % overlap or "99" for missing or N/A.

Direct Damage Length (DDL) 9 9 9 cm
35 37

Front-End Overlap (Percent) = $\frac{DDL}{UEW}$ 9 9 %
38 39

Vehicle Overlap (Percent) = $\frac{DDL + 1/2 (OAW - UEW)}{OAW}$ 9 9 %
40 41

Duplicate columns 1-8 from the previous card. Module <u>D</u> <u>A</u> Format <u>0</u> <u>2</u> 9 10 11 12		DAMAGE DA-1			
PRIMARY EVENT NUMBER IMPACT SPEED (km/h) ESTIMATED BY CRUSH (cm) CDC #1 CDC #2	CASE VEHICLE PRIMARY CDC	CONTACTED VEHICLE ASSOCIATED CDC			
	$\begin{array}{c} 1 \\ \hline 13 \end{array}$ $\begin{array}{ccc} 9 & 9 & 9 \\ \hline 14 & 15 & 16 \end{array}$ $\begin{array}{c} 1 \\ \hline 17 \end{array}$ $\begin{array}{ccc} 0 & 2 & 8 \\ \hline 18 & 19 & 20 \end{array}$ $\begin{array}{c} 03.RPAW.3 \\ \hline 21 \qquad \qquad \qquad 27 \end{array}$ $\begin{array}{c} 98.0000.0 \\ \hline 28 \qquad \qquad \qquad 34 \end{array}$		$\begin{array}{ccc} 9 & 9 & 9 \\ \hline 35 & 36 & 37 \end{array}$ $\begin{array}{c} 1 \\ \hline 38 \end{array}$ $\begin{array}{ccc} 9 & 9 & 9 \\ \hline 39 & 40 & 41 \end{array}$ $\begin{array}{c} 99.0000.0 \\ \hline 42 \qquad \qquad \qquad 48 \end{array}$ $\begin{array}{c} 99.0000.0 \\ \hline 49 \qquad \qquad \qquad 55 \end{array}$		
	Duplicate columns 1-8 from the previous card. Module <u>D</u> <u>A</u> Format <u>0</u> <u>3</u> 9 10 11 12				
	SECONDARY EVENT NUMBER IMPACT SPEED (km/h) ESTIMATED BY CRUSH (cm) CDC #1 CDC #2	CASE VEHICLE SECONDARY CDC	CONTACTED VEHICLE ASSOCIATED CDC		
		$\begin{array}{c} \hline 13 \end{array}$ $\begin{array}{ccc} \hline & & \hline 14 & 15 & 16 \end{array}$ $\begin{array}{c} \hline 17 \end{array}$ $\begin{array}{ccc} \hline & & \hline 18 & 19 & 20 \end{array}$ $\begin{array}{c} \hline 21 \qquad \qquad \qquad 27 \end{array}$ $\begin{array}{c} \hline 28 \qquad \qquad \qquad 34 \end{array}$		$\begin{array}{ccc} \hline & & \hline 35 & 36 & 37 \end{array}$ $\begin{array}{c} \hline 38 \end{array}$ $\begin{array}{ccc} \hline & & \hline 39 & 40 & 41 \end{array}$ $\begin{array}{c} \hline 42 \qquad \qquad \qquad 48 \end{array}$ $\begin{array}{c} \hline 49 \qquad \qquad \qquad 55 \end{array}$	
		Duplicate columns 1-8 from the previous card. Module <u>D</u> <u>A</u> Format <u>0</u> <u>3</u> 9 10 11 12			
CODES					
EVENT NUMBER (8) NOT APPLICABLE (9) UNKNOWN IMPACT SPEED (998) NOT APPLICABLE (999) UNKNOWN		IMPACT SPEED ESTIMATOR (1) INVESTIGATOR (2) DRIVER (3) POLICE (4) "CRASH" PROGRAM (5) OTHER COMPUTER PROGRAM SPECIFY: _____ (7) OTHER: _____ (8) NOT APPLICABLE (NO VEHICLE/NO IMPACT)		CRUSH (998) NOT APPLICABLE (NO VEHICLE/DAMAGE) (999) UNKNOWN CDC (9800000) NOT APPLICABLE (9900000) UNKNOWN	

Duplicate columns 1-8
from the previous card.Module D A Format 0 1
9 10 11 12

DAMAGE DA-2

MAXIMUM SHEET METAL CRUSH

(cm) (999) UNKNOWN

FRONT 0 0 0
13 15RIGHT SIDE 0 2 8
16 18REAR 0 0 0
19 21LEFT SIDE 0 0 0
22 24ROOF 0 0 0
25 27OTHER 0 0 0
28 30CHRONOLOGICAL SEQUENCE
OF DAMAGE/INJURY PRODUCING CRASH EVENTS
FOR CASE VEHICLENOTE: IF CHRONOLOGICAL ORDER
IS UNKNOWN, EVENT
ORDER IS OPTIONAL.DO YOU KNOW THIS TABLE
TO BE IN CHRONOLOGICAL ORDER? 1

31

(0) NO
(1) YES

EVENT NUMBER	IMPACT LOCATION (1) ON ROADWAY (2) SHOULDER/MEDIAN/GORE (3) ON ROADSIDE (4) OUTSIDE ROADSIDE RIGHT-OF-WAY (5) OTHER (6) OFF ROADWAY, LOC. UNK. (9) UNKNOWN	IMPACT CONFIGURATION FOR CODES, SEE TABLE ON PAGE DA-3.	OBJECT/VEHICLE CONTACTED FOR CODES, SEE TABLE ON PAGE DA-4.
# 1	<u>1</u> 32	<u>41</u> 34	<u>11</u> 36
#2	<u>—</u> 37	<u>—</u> 39	<u>—</u> 41
#3	<u>—</u> 42	<u>—</u> 44	<u>—</u> 46
#4	<u>—</u> 47	<u>—</u> 49	<u>—</u> 51
#5	<u>—</u> 52	<u>—</u> 54	<u>—</u> 56
#6	<u>—</u> 57	<u>—</u> 59	<u>—</u> 61
#7	<u>—</u> 62	<u>—</u> 64	<u>—</u> 66

DAMAGE DA-3

CODES FOR
IMPACT CONFIGURATIONFRONT OF CASE VEHICLE

- (11) AND FRONT OF CONTACTED VEHICLE
- (13) AND SIDE OF CONTACTED VEHICLE
- (14) AND REAR OF CONTACTED VEHICLE
- (16) ENDSWIPED BY CONTACTED VEHICLE
- (17) AND OBJECT
- (19) AND UNKNOWN OTHER VEHICLE CONFIGURATION

LEFT SIDE OF CASE VEHICLE

- (21) AND FRONT OF CONTACTED VEHICLE (TYPE T)
- (22) AND FRONT OF CONTACTED VEHICLE (TYPE L)
- (23) AND SIDE OF CONTACTED VEHICLE (NOT SIDESWIPE)
- (24) AND REAR OF CONTACTED VEHICLE (TYPE T)
- (25) AND REAR OF CONTACTED VEHICLE (TYPE L)
- (26) SIDESWIPED BY CONTACTED VEHICLE
- (27) AND OBJECT
- (29) AND UNKNOWN OTHER VEHICLE CONFIGURATION

REAR OF CASE VEHICLE

- (31) AND FRONT OF CONTACTED VEHICLE
- (33) AND SIDE OF CONTACTED VEHICLE
- (34) AND REAR OF CONTACTED VEHICLE
- (36) ENDSWIPED BY CONTACTED VEHICLE
- (37) AND OBJECT
- (39) AND UNKNOWN OTHER VEHICLE CONFIGURATION

RIGHT SIDE OF CASE VEHICLE

- (41) AND FRONT OF CONTACTED VEHICLE (TYPE T)
- (42) AND FRONT OF CONTACTED VEHICLE (TYPE L)
- (43) AND SIDE OF CONTACTED VEHICLE (NOT SIDESWIPE)
- (44) AND REAR OF CONTACTED VEHICLE (TYPE T)
- (45) AND REAR OF CONTACTED VEHICLE (TYPE L)
- (46) SIDESWIPED BY CONTACTED VEHICLE
- (47) AND OBJECT
- (49) AND UNKNOWN OTHER VEHICLE CONFIGURATION

OTHER

- (57) VEHICLE TO OBJECT
- (58) VEHICLE TO VEHICLE
- (59) VEHICLE TO VEHICLE, CONFIGURATION UNKNOWN

ROLLOVER

- (61) LESS THAN 360°
- (62) 360° OR MORE
- (69) DETAILS UNKNOWN

UNKNOWN

- (99) IMPACT TYPE UNKNOWN

DAMAGE DA-4

CODES FOR VEHICLE/OBJECT CONTACTED

VEHICLE/OBJECT GROUPS

- (00) NO OBJECT
- (01) - (39) PASSENGER VEHICLE & TRUCK
- (40) - (69) OTHER VEHICLE
- (70) - (76) PEDESTRIAN & ON-ROADWAY OBJECT
- (77) - (97) OFF-ROADWAY OBJECT

- (98) OTHER (DESCRIBE)
- (99) UNKNOWN

PASSENGER VEHICLE

- (02) LARGE
- (03) LIMOUSINE
- (17) PICKUP
- (20) UNKNOWN PASSENGER VEHICLE BODY
- (24) SUB-MINI
- (25) MINI
- (26) SUB-COMPACT
- (27) COMPACT
- (28) INTERMEDIATE
- (29) FULL

SIZE

WHEELBASE

SUB-MINI	< 2286 mm (< 90")
MINI	2286 - 2412 mm (90" - 94.9")
SUB-COMPACT	2413 - 2539 mm (95" - 99.9")
COMPACT	2540 - 2666 mm (100" - 104.9")
INTERMEDIATE	2667 - 2793 mm (105" - 109.9")
FULL	2794 - 2920 mm (110" - 114.9")
LARGE	2921 - 3174 mm (115" - 124.9")
LIMOUSINE	> 3175 mm (> 125")

MULTIPURPOSE PASSENGER VEHICLE

- (11) SMALL VAN (MINI)
- (12) PICKUP
- (14) SMALL UTILITY (WHEELBASE LESS THAN 107",
E.G. JEEP, BRONCO)
- (15) LARGE UTILITY (WHEELBASE MORE THAN 107",
E.G. PANEL TRUCK, SUBURBAN)
- (16) PICKUP TRUCK WITH CANOPY/SHELL COVER
- (17) PICKUP CAR WITH CANOPY/SHELL COVER
- (21) MOTOR HOME
- (22) PICKUP TRUCK WITH SLIDE-IN CAMPER
- (23) PICKUP CAR WITH SLIDE-IN CAMPER
- (31) CHASSIS-MOUNTED CAMPER

TRUCK

- (11) SMALL VAN (E.G. ECONOLINE)
- (12) PICKUP TRUCK
- (13) UNKNOWN LIGHT TRUCK
- (15) LARGE UTILITY (E.G. PANEL TRUCK, SUBURBAN)
- (16) PICKUP TRUCK WITH CANOPY/SHELL COVER
- (22) PICKUP TRUCK WITH SLIDE-IN CAMPER
- (30) UNKNOWN TRUCK TYPE
- (31) CHASSIS-MOUNTED CAMPER
- (33) DELIVERY VAN (WALK-IN)
- (34) STRAIGHT TRUCK
- (35) TRUCK-TRACTOR (BOBTAIL)
- (36) CHASSIS-CAB
- (37) UNKNOWN HEAVY TRUCK
- (38) TRACTOR & SEMI-TRAILER (SEMI)
- (39) TRUCK (OR SEMI) & FULL TRAILER(S)

BUS

- (40) UNKNOWN BUS TYPE
- (41) SCHOOL BUS
- (42) INTERCITY BUS (BETWEEN CITIES)
- (43) TRANSIT BUS (INTRACITY)
- (44) STREETCAR (ON TRACKS)

MOTORCYCLE

- (50) UNKNOWN MOTORCYCLE TYPE
- (51) 1 - 75 cc
- (52) 76 - 125 cc
- (53) 126 - 250 cc
- (54) 251 - 500 cc
- (55) 501 - 750 cc
- (56) 751 cc +
- (57) 3-WHEELS (OR WITH SIDECAR)

SPECIAL PURPOSE VEHICLE

- (60) UNKNOWN/OTHER SPECIAL VEHICLE (DESCRIBE)
- (61) SNOWMOBILE
- (62) ATV (ALL TERRAIN VEHICLE)
- (63) AMPHIBIOUS VEHICLE
- (64) FARM VEHICLE
- (65) CONSTRUCTION VEHICLE
- (66) TRAILER, PRIVATE (CAMPER)
- (67) TRAILER, COMMERCIAL (CARGO)
- (68) TRAIN (CARS)
- (69) LOCOMOTIVE (ENGINE, SWITCHER)

OBJECT

- (70) PEDESTRIAN
- (71) BICYCLIST, OTHER PEDALCYCLIST
- (72) PEDESTRIAN CONVEYANCE (E.G. PERSON RIDING
ANIMAL, CART)
- (73) LARGE ANIMAL
- (74) FALLEN OBJECT (E.G. OBJECT DISLODGED FROM
OTHER VEHICLE, FALLEN TREE, ROCKS)
- (75) ROCKS
- (76) CONSTRUCTION EQUIPMENT (EXCLUDING (65))
- (77) SIGN POST, UTILITY POLE, TREE..
- (78) DITCH
- (79) EMBANKMENT, SNOWBANK, RR TRACKS RR X
- (80) GROUND (ROLLOVER ONLY)
- (81) CURB (DAMAGE PRODUCING IMPACTS ONLY)
- (82) CULVERT
- (83) FENCE
- (84) HYDRANT, SHORT POST, STUMP
- (85) SMALL POST/TREE, RURAL MAIL BOX, MILE
MARKER, DELINEATOR
- (86) BUILDING
- (87) PIER, PILLAR, BRIDGE SUPPORT
- (88) ABUTMENT, RETAINING WALL
- (89) BRIDGE RAIL
- (90) GUARD RAIL, LEADING SECTION
- (91) GUARD RAIL, MIDDLE OR UNKNOWN
- (92) GUARD RAIL, TRAILING SECTION
- (93) GUARD POST (TIMBER, METAL, CONCRETE)
- (94) CABLE, FENCE BARRIER
- (95) CONCRETE BARRIER (MEDIAN)
- (96) IMPACT ATTENUATOR
- (97) BREAKAWAY FEATURES

Duplicate columns 1-8
from the previous card.Module C R Format 0 1
9 10 11 12CRASH RECONSTRUCTION CR-1
for ΔV

	CASE VEHICLE PRIMARY IMPACT		CASE VEHICLE SECONDARY IMPACT	
	CASE VEHICLE	CONTACTED VEHICLE	CASE VEHICLE	CONTACTED VEHICLE
EVENT NUMBER	<u>1</u> 13		<u>47</u>	
ΔV (km/h) TOTAL	<u>9</u> 14 15 16	<u>9</u> 32 33 34	<u>48 49 50</u>	<u>66 67 68</u>
LONGITUDINAL*	<u>9</u> 17 20	<u>9</u> 35 38	<u>51 54</u>	<u>69 72</u>
LATERAL*	<u>9</u> 21 24	<u>9</u> 39 42	<u>55 58</u>	<u>73 76</u>
*NOTE: THESE ΔV COMPONENTS MUST INCLUDE SIGN.				
EXAMPLES: 10 km/h = ± 010 -7 km/h = -007				
ENERGY DISSIPATED BY CRUSH (kj)	<u>9</u> 25 28	<u>9</u> 43 46	<u>59 62</u>	<u>77 80</u>
RECONSTRUCTION				
(01) RECONSTRUCTED, UNKNOWN CONFIDENCE LEVEL	<u>12</u> 29 30		<u>63 64</u>	
(21) RECONSTRUCTED, LOW CONFIDENCE LEVEL				
(22) RECONSTRUCTED, MODERATE CONFIDENCE LEVEL				
(23) RECONSTRUCTED, HIGH CONFIDENCE LEVEL				
NOT RECONSTRUCTED BECAUSE				
(02) INSUFFICIENT DATA				
(03) EXCESSIVE UNDERRIDE/ OVERRIDE				
(04) ROLLOVER				
(05) VAULTING				
(06) OTHER TRAVEL IN MORE THAN ONE PLANE				
(07) NON-HORIZONTAL FORCE				
(08) SIDESWIPE-TYPE DAMAGE				
(09) YIELDING OBJECT				
(10) OTHER: _____				
(11) AT LEAST ONE VEHICLE BEYOND SCOPE				
(12) OTHER VEHICLE NOT INSPECTED				
MODE				
(1) CDC ONLY	<u>5</u> 31		<u>65</u>	
(2) CDC & DETAILED DAMAGE				
(3) TRAJECTORY & CDC				
(4) TRAJECTORY & CDC & DETAILED DAMAGE				
(5) NOT RECONSTRUCTED				
COMPUTER PROGRAM SPECIFY: _____				

Duplicate columns 1-8
from the previous card.Module C R Format 0 2
9 10 11 12CRASH RECONSTRUCTION CR-2
for EBS

	CASE VEHICLE PRIMARY IMPACT			CASE VEHICLE SECONDARY IMPACT		
	CASE VEHICLE	CONTACTED VEHICLE		CASE VEHICLE	CONTACTED VEHICLE	
EVENT NUMBER	<u>1</u> 13			<u>47</u>		
EBS (km/h) TOTAL	<u>039</u> 14 15 16	<u>9</u> 32 33 34		<u>48 49 50</u>	<u>66 67 68</u>	
LONGITUDINAL*	<u>-007</u> 17 20	<u>9</u> 35 38		<u>51 54</u>	<u>69 72</u>	
LATERAL*	<u>-038</u> 21 24	<u>9</u> 39 42		<u>55 58</u>	<u>73 76</u>	
*NOTE: THESE EBS COMPONENTS MUST INCLUDE SIGN.						
EXAMPLES: 10 km/h = ±010 -7 km/h = -007						
ENERGY DISSIPATED BY CRUSH (kj)	<u>0036</u> 25 28	<u>9</u> 43 46		<u>59 62</u>	<u>77 80</u>	
RECONSTRUCTION						
(01) RECONSTRUCTED, UNKNOWN CONFIDENCE LEVEL	<u>22</u> 29 30			<u>63 64</u>		
(21) RECONSTRUCTED, LOW CONFIDENCE LEVEL						
(22) RECONSTRUCTED, MODERATE CONFIDENCE LEVEL						
(23) RECONSTRUCTED, HIGH CONFIDENCE LEVEL						
NOT RECONSTRUCTED BECAUSE						
(02) INSUFFICIENT DATA						
(03) EXCESSIVE UNDERRIDE/ OVERRIDE						
(04) ROLLOVER						
(05) VAULTING						
(06) OTHER TRAVEL IN MORE THAN ONE PLANE						
(07) NON-HORIZONTAL FORCE						
(08) SIDESWIPE-TYPE DAMAGE						
(09) YIELDING OBJECT						
(10) OTHER: _____						
(11) AT LEAST ONE VEHICLE BEYOND SCOPE						
(12) OTHER VEHICLE NOT INSPECTED						
MODE						
(1) CDC ONLY						
(2) CDC & DETAILED DAMAGE	<u>2</u> 31			<u>65</u>		
(3) TRAJECTORY & CDC						
(4) TRAJECTORY & CDC & DETAILED DAMAGE						
(5) NOT RECONSTRUCTED						
COMPUTER PROGRAM SPECIFY: <u>WUSMASH</u>						

**Duplicate columns 1-8
from the previous card.**

Module C R Format 0 3
9 10 11 12

CRASH RECONSTRUCTION CR-3

NOTES:

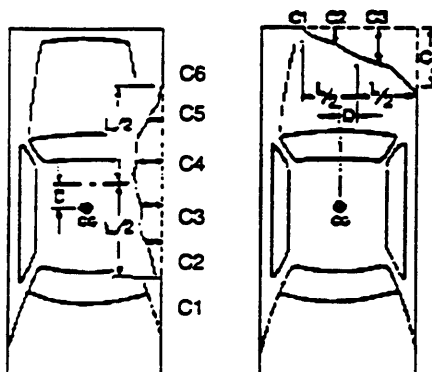
1. ENTER CRASH RECONSTRUCTION DAMAGE MEASUREMENTS IN CENTIMETERS.
2. MEASURE C_1 TO C_6 FROM DRIVER TO PASSENGER SIDE IN FRONT OR REAR IMPACTS, REAR TO FRONT IN SIDE IMPACTS.
3. D IS POSITIVE IF MEASURED TO A POINT FORWARD OF OR TO THE RIGHT OF THE CG.
4. USE THE CENTER OF THE WHEELBASE AS THE CG.

CASE VEHICLE

LOCATOR

Locate the end of the damage with respect to the vehicle longitudinal center line, or an undamaged axle for side impacts.

Specific Impact No.	Location of Direct Damage	Location of Field L
1	83 forward of Rt. Rear BC	60 cm forward of Rt. Rear R



PLANE:

- (1) Bumper
(2) Above Bumper
(3) Sill
(4) Above Sill
(5) Other _____
(9) Unknown

DL _____

UDL

CRUSH PROFILE IN CENTIMETERS

NOTE: Each line in the table below is a separate record (card).

Duplicate columns 1 - 12 for each completed line.

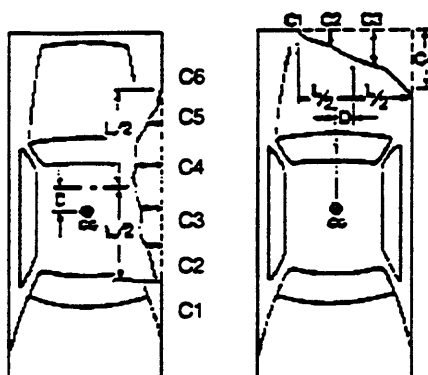
[illegible]

- NOTES:**
- 1. ENTER CRASH RECONSTRUCTION DAMAGE MEASUREMENTS IN CENTIMETERS.**
 - 2. MEASURE C₁ TO C₆ FROM DRIVER TO PASSENGER SIDE IN FRONT OR REAR IMPACTS, REAR TO FRONT IN SIDE IMPACTS.**
 - 3. D IS POSITIVE IF MEASURED TO A POINT FORWARD OF OR TO THE RIGHT OF THE CG.**
 - 4. USE THE CENTER OF THE WHEELBASE AS THE CG.**

OTHER VEHICLE LOCATOR

Locate the end of the damage with respect to the vehicle longitudinal center line, or an undamaged axle for side impacts.

Specific Impact No.	Location of Direct Damage	Location of Field L



PLANE:

- (1) **Bumper**
(2) **Above Bumper**
(3) **Sill**
(4) **Above Sill**
(5) **Other** _____
(9) **Unknown**

DL _____

UDL

CRUSH PROFILE IN CENTIMETERS

NOTE: Each line in the table below is a separate record (card). Duplicate columns 1 - 12 for each completed line.

[illegible]

Duplicate columns 1-8
from the previous card.

Module F T Format 0 1
9 10 11 12

FUEL AND FUEL TANKS FT-1

TYPE OF PROPULSIVE FUEL	<u>1</u> 13	AUXILIARY TANK TYPE	<u>8</u> 21
(1) GASOLINE (2) DIESEL OIL (3) LPG (4) ELECTRIC (7) OTHER: _____ (9) UNKNOWN		(1) OEM TANK (2) AFTER MARKET TANK (8) NOT APPLICABLE (NOT EQUIPPED) (9) UNKNOWN	
MAIN TANK LOCATION	<u>3 2 2</u> 14 15	AUXILIARY TANK LOCATION	<u>8 8 8</u> 22 24
MAIN FILLER CAP LOCATION	<u>1 3 3</u> 17 19	AUXILIARY FILLER CAP LOCATION	<u>8 8 8</u> 25 27
MAIN TANK MATERIAL	<u>1</u> 20	AUXILIARY TANK MATERIAL	<u>8</u> 28

TANK AND FILLER CAP LOCATION CODES

FIRST DIGIT (LONGITUDINAL)

- (1) BEHIND KICK-UP
- (2) IN KICK-UP
- (3) BETWEEN KICK-UP & COWL
- (4) FORWARD OF COWL
- (8) NOT APPLICABLE (NOT EQUIPPED)
- (9) UNKNOWN

SECOND DIGIT (LATERAL)

- (1) LEFT OF FRAME
- (2) WITHIN FRAME OR CENTERED
- (3) RIGHT OF FRAME
- (4) DUAL, RIGHT & LEFT TANKS
- (8) NOT APPLICABLE (NOT EQUIPPED)
- (9) UNKNOWN

THIRD DIGIT (VERTICAL)

- (1) BELOW FRAME
- (2) WITHIN FRAME OR CENTERED
- (3) ABOVE FRAME
- (8) NOT APPLICABLE (NOT EQUIPPED)
- (9) UNKNOWN

TANK MATERIAL CODES

- (1) STEEL
- (2) ALUMINUM
- (3) PLASTIC
- (7) OTHER
- (8) NOT APPLICABLE (NOT EQUIPPED)
- (9) UNKNOWN

Duplicate columns 1-8
from the previous card.

Module F 1 Format 0 1
9 10 11 12

FUEL LEAKAGE FL-1

DID FUEL LEAKAGE RESULT FROM A CRASH EVENT

(0) NO KNOWN LEAKAGE SKIP PAGE.

0
13

(1) YES COMPLETE PAGE.

LEAK NUMBER	I LEAKING COMPONENT	II COMPONENT SOURCE	III TYPE OF DAMAGE	IV SEVERITY OF DAMAGE	V LOCATION OF LEAK	EVENT NUMBER
#1	<u> </u> <u> </u> 14 15	<u> </u>	<u> </u>	<u> </u>	<u> </u> <u> </u>	<u> </u> 21
#2	<u> </u> <u> </u> 22 23	<u> </u>	<u> </u>	<u> </u>	<u> </u> <u> </u>	<u> </u> 29
#3	<u> </u> <u> </u> 30 31	<u> </u>	<u> </u>	<u> </u>	<u> </u> <u> </u>	<u> </u> 37
#4	<u> </u> <u> </u> 38 39	<u> </u>	<u> </u>	<u> </u>	<u> </u> <u> </u>	<u> </u> 45
#5	<u> </u> <u> </u> 46 47	<u> </u>	<u> </u>	<u> </u>	<u> </u> <u> </u>	<u> </u> 53

I LEAKING COMPONENT

TANK AREA

- (11) MAIN FUEL TANK (INCLUDING VAPOR RECOVERY DOME)
- (12) AUXILIARY FUEL TANK
- (13) MAIN TANK FILLER TUBE
- (14) MAIN TANK CAP (GAS CAP)
- (15) AUXILIARY TANK FILLER TUBE
- (16) AUXILIARY TANK CAP (GAS CAP)
- (19) TANK AREA, DETAILS UNKNOWN

DELIVERY SYSTEM

- (21) FUEL FEED LINE (MAIN TANK TO FUEL PUMP)
- (22) FUEL FEED LINE (AUXILIARY TANK TO FUEL PUMP)
- (23) FUEL RETURN LINE (FUEL PUMP TO TANK)
- (24) INLINE FUEL FILTER
- (25) FUEL LINE (PUMP TO CARBURETOR OR INJECTOR PUMP)
- (26) CARBURETOR TO INJECTOR PUMP
- (27) FUEL PUMP
- (29) DELIVERY SYSTEM, DETAILS UNKNOWN

EVAPORATIVE EMISSION CONTROL SYSTEM

- (31) ATMOSPHERIC VENT PIPE (NON-EEC EQUIPPED)
- (32) EEC PIPE (VAPOR CANISTER TO CARBURETOR)

EEC SYSTEM (CONTINUED)

- (33) VAPOR RECOVERY HOSES (CANISTER TO CARBURETOR)
- (34) LIQUID-VAPOR SEPARATOR (UNLESS PART OF TANK)
- (35) CANISTER
- (39) EEC SYSTEM, DETAILS UNKNOWN

- (49) ENGINE COMPARTMENT, COMPONENT UNKNOWN
- (99) COMPONENT UNKNOWN

II COMPONENT SOURCE

- (1) OEM
- (2) AFTER MARKET
- (9) UNKNOWN

III TYPE OF DAMAGE

- (1) DENTED/CRUSHED
- (2) PUNCTURED
- (3) RUPTURED
- (4) SEVERED/GROSS TEARS
- (5) DISCONNECTED/DEFEATED
- (9) UNKNOWN

IV SEVERITY OF DAMAGE

- (1) MINOR
- (2) MODERATE
- (3) SEVERE
- (4) DISCONNECTED/DEFEATED
- (9) UNKNOWN

V LOCATION OF LEAK

FIRST DIGIT (LONGITUDINAL LOCATION)

- (1) F, FORWARD OF COWL
- (2) P, BETWEEN COWL & REAR BULKHEAD
- (3) B, BEHIND REAR BULKHEAD
- (4) Y, F, & P
- (5) Z, P, & B
- (6) D, DISTRIBUTED (F, P & B)
- (9) UNKNOWN

SECOND DIGIT (LATERAL LOCATION)

- (1) L, LEFT
- (2) C, CENTER
- (3) R, RIGHT
- (4) Y, LEFT CENTER (L & C)
- (5) Z, RIGHT CENTER (R & C)
- (6) D, DISTRIBUTED (F, P & B)
- (9) UNKNOWN

Duplicate columns 1-8
from the previous card.

Module F R Format 0 1
9 10 11 12

FIRE FR-1

WAS THERE FIRE IN OR ON CASE VEHICLE?

(0) NO SKIP PAGE.

(1) YES COMPLETE PAGE.

0
13

DID FIRE START IN CASE VEHICLE?

- (0) NO
(1) YES
(9) UNKNOWN

14

SEVERITY OF FIRE DAMAGE

- (1) MINOR
(2) MODERATE
(3) SEVERE
(9) UNKNOWN

16

FLAME PROPOGATION RATE

- (1) RAPID/EXPLOSIVE
(2) SLOW/MODERATE
(9) UNKNOWN

15

**DID AN INJURY TO CASE
VEHICLE OCCUPANT RESULT FROM
FIRE IN OR ON CASE VEHICLE?**

- (0) NO
(1) YES
(9) UNKNOWN

17

PROVIDE NOTES IF FIRE OCCURRED.

Duplicate columns 1-8
from the previous card.Module E D Format 0 1
9 10 11 12

EXTERIOR DAMAGE

ED-1

HOOD PERFORMANCE

FOR THE FOLLOWING, USE CODES:

- (0) NO
(1) YES
(8) NOT APPLICABLE
(9) UNKNOWN

HOOD LATCH(ES)- -RELEASED $\frac{0}{13}$ -DAMAGED $\frac{0}{14}$ -JAMMED $\frac{8}{15}$ HOOD HINGES- -LEFT, DAMAGED $\frac{0}{16}$ -LEFT, SEPARATED
(COMPLETE) $\frac{8}{17}$ -RIGHT, DAMAGED $\frac{0}{18}$ -RIGHT, SEPARATED
(COMPLETE) $\frac{8}{19}$ HOOD REMAINED ON VEHICLE $\frac{1}{20}$ REAR EDGE OF HOOD- -ELEVATED $\frac{0}{21}$ -CONTACTED WINDSHIELD $\frac{0}{22}$ -PENETRATED WINDSHIELD $\frac{8}{23}$

HOOD LATCH LOCATION

- (1) FRONT OF VEHICLE
(2) COWL AREA
(3) SIDE
(8) NOT APPLICABLE
(9) UNKNOWN

 $\frac{1}{24}$

STEERING COL FLEXIBLE COUPLING

FLEXIBLE COUPLING TYPE

- (0) NONE
(1) FLEXIBLE MATERIAL
(2) POT
(3) SINGLE U-JOINT
(4) DOUBLE U-JOINT
(5) FLEXIBLE CABLE
(6) COMBINATION OF ABOVE
(CIRCLE EACH)

(7) OTHER: _____

(8) EQUIPPED, TYPE UNKNOWN

(9) UNKNOWN, IF EQUIPPED

 $\frac{9}{26}$

COUPLING-

-DAMAGED $\frac{9}{27}$ (USE CODES
FROM HOOD
PERFORMANCE)-SEPARATED
(COMPLETE) $\frac{9}{28}$

ENG COMPART TELESCOPING UNIT

TYPE OF UNIT

- (00) NONE INSTALLED
(01) - (07) SEE UNITS ON PAGE ED-2
(88) NOT COLLECTED
(97) OTHER: _____
(98) EQUIPPED, TYPE UNKNOWN
(99) UNKNOWN IF EQUIPPED

 $\frac{8}{29} \frac{8}{30}$

ORIGINAL LENGTH (mm)

F (OR H): _____

TELESCOPED LENGTH (mm)

G: _____

DIFFERENCE (mm)

F (OR H) - G

(IF LESS THAN 15mm, ENTER "000".)

- (888) NOT COLLECTED
(991) NOT MEASURED/NO
COMPRESSION
(992) COMPRESSED, AMOUNT
UNKNOWN
(993) DEVICE EXTENDED
(997) UNABLE TO BE MEASURED
(998) NOT APPLICABLE (NOT
EQUIPPED)
(999) UNKNOWN

 $\frac{8}{31} \frac{8}{32} \frac{8}{33}$

ENGINE OR TRANSMISSION MOUNT

SEPARATION (COMPLETE)

- (0) NO
(1) YES
(9) UNKNOWN

 $\frac{0}{25}$

EXTERIOR DAMAGE

ED-2

LEFT-SIDE BODY MOUNT

DID BODY MOUNT SEPARATE?

- (0) NO
 (1) YES
 (8) NOT APPLICABLE
 (9) UNKNOWN

8
 34

LEFT DOORS

HOW DID DOORS
OPEN DURING COLLISION?

USE CODES:

(0) DOOR DID NOT OPEN

OPENED BECAUSE OF

- (1) HINGE AREA SEPARATION
 (2) DOOR-LATCH SEPARATION
 (3) LATCH-STRIKER SEPARATION
 (4) STRIKER-PILLAR SEPARATION
 (5) BODY DISTORTION
 (6) COMBINATION OF ABOVE
 (CIRCLE EACH)
 (7) OPENED, REASON UNKNOWN

- (8) NOT APPLICABLE (NO DOOR)
 (9) UNKNOWN

LEFT PILLARS

PILLARS SEPARATED COMPLETELY -

USE CODES:

- (0) NO
 (1) YES
 (4) NO SEPARATION, BUT DAMAGED
 (8) NOT APPLICABLE (NOT EQUIPPED)
 (9) UNKNOWN

-A-PILLAR, UPPER

0
 35

LOWER

0
 36

-B-PILLAR, UPPER

0
 37

LOWER

0
 38

-C-PILLAR, UPPER

0
 39

LOWER

0
 40

-D-PILLAR, UPPER

8
 41

LOWER

8
 42

-FRONT

0
 43

-REAR

0
 44

DOORS JAMMED CLOSED-

USE CODES:

- (0) NO
 (1) YES
 (8) NOT APPLICABLE (NO DOOR)
 (9) UNKNOWN

-FRONT

0
 45

-REAR

0
 46

EXTERIOR DAMAGE

ED-3

REAR DOOR

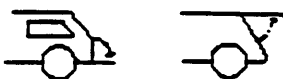
REAR DOOR TYPE

- (0) NO DOOR (INCLUDES PICKUPS)
 (1) HATCHBACK
 (2) ONE-WAY TAILGATE
 (3) TWO-WAY TAILGATE
 (4) CLAMSHELL/DISAPPEARING TAILGATE
 (5) SINGLE DOOR
 (6) DOUBLE DOOR
 (9) UNKNOWN

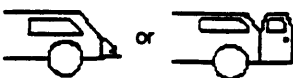
Hatchback



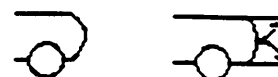
One-way



Two-way



Clamshell



Single door



Double door

HOW DID DOOR
OPEN DURING COLLISION?

- (0) DOOR DID NOT OPEN

OPENED BECAUSE OF

- (1) HINGE AREA SEPARATION
 (2) DOOR-LATCH SEPARATION
 (3) LATCH-STRIKER SEPARATION
 (4) STRIKER-PILLAR SEPARATION
 (5) BODY DISTORTION
 (6) COMBINATION OF ABOVE
 (CIRCLE EACH)
 (7) OPENED, REASON UNKNOWN
 (8) NOT APPLICABLE (NO DOOR)
 (9) UNKNOWN

DOOR JAMMED CLOSED

- (0) NO
 (1) YES
 (8) NOT APPLICABLE (NO DOOR)
 (9) UNKNOWN

0
47

8
48

8
49

OTHER REAR DAMAGE

WAS PARTITION TO LUGGAGE AREA
DAMAGED DURING COLLISION?

- (0) NO
 (1) YES
 (8) NOT APPLICABLE
 (9) UNKNOWN

0
50

SPARE TIRE

- (0) NO SPARE TIRE
 (1) NOT ATTACHED BEFORE COLLISION
 (2) ATTACHED, NOT SEPARATED IN COLLISION
 (3) ATTACHED, SEPARATED DUE TO COLLISION
 (8) NOT COLLECTED
 (9) UNKNOWN

8
51

TRAILER HITCH TYPE

- (0) NO HITCH

BALL-AND-SOCKET TYPES

- (1) TEMPORARY FRAMEWORK (E.G. RENTAL CLAMP-ON)
 (2) BUMPER-MOUNT ONLY (E.G. LIGHT TRUCK)
 (3) BUMPER-AND-FRAME (BUT NON-EQUALIZING)
 (4) LOAD EQUALIZING

OTHER TYPES

- (5) RING-AND-PINTLE
 (6) FIFTH-WHEEL (INCL. P/U)
 (7) OTHER (E.G. CLEVIS-AND-PIN)

- (8) EQUIPPED, TYPE UNKNOWN
 (9) UNKNOWN IF EQUIPPED

0
52

TRAILER TYPE
(AT TIME OF COLLISION)

- (0) NO TRAILER
 (1) TRAVEL-TRAILER/CAMPER
 (2) MOBILE HOME
 (3) BOAT/SNOWMOBILE/ATV TRAILER
 (4) UTILITY TRAILER
 (5) TOWED CAR
 (7) OTHER: _____
 (8) TRAILER, TYPE UNKNOWN
 (9) UNKNOWN

0
53

EXTERIOR DAMAGE		ED-4
RIGHT-SIDE BODY MOUNT DID BODY MOUNT SEPARATE? (0) NO (1) YES (8) NOT APPLICABLE (9) UNKNOWN	<u>8</u> 54	RIGHT DOORS HOW DID DOORS OPEN DURING COLLISION? USE CODES: (00) DOOR DID NOT OPEN OPENED BECAUSE OF (01) HINGE AREA SEPARATION (02) DOOR-LATCH SEPARATION (03) LATCH-STRIKER SEPARATION (04) STRIKER-PILLAR SEPARATION (05) BODY DISTORTION (06) COMBINATION OF ABOVE (CIRCLE EACH) (07) OPENED, REASON UNKNOWN (11) VAN RIGHT-REAR DOOR OPENED (ANY MECHANISM) (98) NOT APPLICABLE (NO DOOR) (99) UNKNOWN
RIGHT PILLARS PILLARS SEPARATED COMPLETELY - USE CODES: (0) NO (1) YES (4) NO SEPARATION, BUT DAMAGED (8) NOT APPLICABLE (NOT EQUIPPED) (9) UNKNOWN	<div style="display: flex; justify-content: space-between;"> <div style="width: 40%;"> -A-PILLAR, UPPER LOWER -B-PILLAR, UPPER LOWER -C-PILLAR, UPPER LOWER -D-PILLAR, UPPER LOWER </div> <div style="width: 10%; text-align: center;"> <u>0</u> 55 <u>0</u> 56 <u>4</u> 57 <u>4</u> 58 <u>4</u> 59 <u>4</u> 60 <u>8</u> 61 <u>8</u> 62 </div> </div>	<div style="display: flex; justify-content: space-between;"> <div style="width: 40%;"> DOORS JAMMED CLOSED- USE CODES: (0) NO (1) YES (8) NOT APPLICABLE (NO DOOR) (9) UNKNOWN </div> <div style="width: 10%; text-align: center;"> -FRONT -REAR </div> <div style="width: 40%; text-align: center;"> <u>0</u> <u>0</u> 63 64 <u>0</u> <u>0</u> 65 66 -FRONT -REAR </div> </div> <div style="margin-top: 20px;"> VAN REAR DOOR TYPE (0) VAN, NO REAR DOOR (1) TRACK (SLIDING) - RIGHT SIDE (2) SINGLE-HINGED - RIGHT SIDE (3) DOUBLE-HINGED - RIGHT SIDE (4) TRACK (SLIDING) - RIGHT & LEFT SIDE (5) SINGLE-HINGED - RIGHT & LEFT SIDE (6) DOUBLE-HINGED - RIGHT & LEFT SIDE (7) TRACK AND HINGED COMBINATION (8) NOT APPLICABLE (NOT A VAN) (9) UNKNOWN </div>

EXTERIOR DAMAGE

ED-5

WINDSHIELD DAMAGE

WINDSHIELD CRACKED

- (0) NO
(1) YES
(8) NOT APPLICABLE
(9) UNKNOWN

WINDSHIELD BROKEN
(PLASTIC INTERLAYER TORN)

- (0) NO
(1) YES
(8) NOT APPLICABLE
(9) UNKNOWN

CRACKED OR BROKEN
BY OCCUPANT CONTACT

- (0) NO
(1) YES
(8) NOT APPLICABLE
(9) UNKNOWN

EXTENT OF BOND SEPARATION

- (0) NONE
(1) 1 - 20%
(2) 21 - 40
(3) 41 - 60
(4) 61 - 80
(5) 81 - 99
(6) TOTAL
(7) SEPARATED, AMOUNT
UNKNOWN
(8) NOT APPLICABLE
(9) UNKNOWN

WINDSHIELD MARK ON CASE VEHICLE:

SOFT-RAY
SAFETY PPG FLO-LIFE
AS-1 287

LAMINATED

1 2 4

SEDAN

WINDSHIELD CODE

- (97) DESCRIBED BUT NOT CODED
(98) NOT APPLICABLE (NO WINDSHIELD)
(99) UNKNOWN

97
74 75

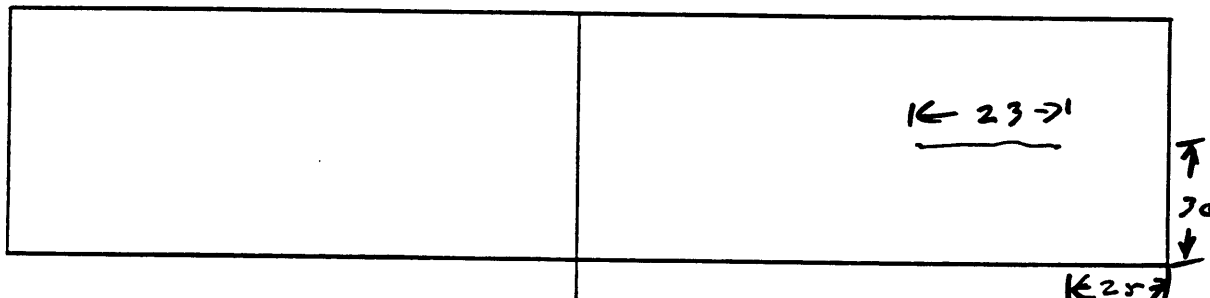
Roof

DID T-ROOF/SUN ROOF OPEN
DURING COLLISION?

- (0) NO
(1) YES
(8) NOT APPLICABLE
(NOT A T-ROOF OR SUN ROOF)
(9) UNKNOWN

8
76

LOCATE AREA OF WINDSHIELD INTEREST OR DAMAGE WITH DIMENSIONS (VERTICAL & HORIZONTAL) ON THIS DIAGRAM OF THE WINDSHIELD AS VIEWED FROM INSIDE.



CONTACT BY PASSENGER AIRBAG
COVER

L

C

R

Duplicate columns 1-8
from the previous card.

Module S C Format 0 1
9 10 11 12

STEERING WHEEL AND COLUMN SC-1

STEERING WHEEL

STEERING WHEEL RIM DAMAGE

- (0) NONE
(1) DEFORMED SLIGHTLY
(2) SEVERELY BENT
(3) BROKEN
(9) UNKNOWN

0
13

NUMBER OF STEERING WHEEL SPOKES

- (9) UNKNOWN

2
14

STEERING WHL SPOKE DAMAGE

- (0) NONE
(1) DEFORMED SLIGHTLY
(2) SEVERELY BENT
(3) BROKEN
(9) UNKNOWN

0
15

STEERING WHEEL POSITION AT TIME OF COLLISION

IN WHAT O'CLOCK POSITION WAS THE
NORMAL TOP OF THE WHEEL POINTED
WHEN THE COLLISION OCCURRED?

EXAMPLES

O'CLOCK = 12



(NORMAL STRAIGHT
AHEAD)

O'CLOCK = 2



O'CLOCK = 12

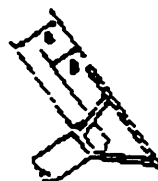
(99) UNKNOWN

STEERING WHEEL ENERGY ABSORBING DEVICE



(1) EXAMPLES:

BARRACUDA, 70 - 74
CHALLENGER, 70 - 74
CAPRI, 71 - 77



(2) EXAMPLES:

OMNI, 78 -
HORIZON, 78 -

STEERING COLUMN OPTIONS

TILT FEATURE

- (0) NOT EQUIPPED
(1) YES, EQUIPPED, UNK POSITION
(2) UP
(3) MIDDLE
(4) LOWER
(9) UNKNOWN IF EQUIPPED

2
16

SWING-AWAY FEATURE

- (0) NOT EQUIPPED
(1) YES, EQUIPPED
(9) UNKNOWN IF EQUIPPED

0
17

TELESCOPING FEATURE

- (0) NOT EQUIPPED
(1) YES, EQUIPPED
(9) UNKNOWN IF EQUIPPED

0
18

TYPE OF DEVICE

- (0) NONE
(1) CONVOLUTED OR MESH CYLINDER
(2) DEEP DISH STEERING WHEEL
(7) OTHER: _____
(8) NOT COLLECTED
(9) UNKNOWN IF EQUIPPED

8
19

ORIGINAL DIMENSION (mm)

A: _____

DAMAGE DIMENSION (mm)

B: _____

DIFFERENCE (mm)

A - B

- (888) NOT COLLECTED
(991) NOT MEASURED/NO APPARENT
COMPRESSION
(992) COMPRESSED, AMOUNT UNKNOWN
(993) DEVICE EXTENDED
(997) UNABLE TO MEASURE
(998) NOT APPLICABLE (NOT EQUIPPED)
(999) UNKNOWN

8 8 8
20 21 22

STEERING WHEEL AND COLUMN SC-2

STEERING COLUMN
ENERGY ABSORBING DEVICE

TYPE OF DEVICE * (IF 27 OR 28)

- (00) NOT EQUIPPED
(88) NOT COLLECTED
(99) UNKNOWN

$$\frac{8}{23} \quad \frac{8}{24}$$

ORIGINAL LENGTH (mm)

C: _____

COMPRESSED LENGTH (mm)

D: _____

BRACKET DEFLECTION (IF CODE 36, 48,
OR 49 ABOVE)

OR

COMPRESSION (OR EXTRUSION) (mm)

C - D (OR E) (TOLERANCE: ± 10)

- (888) NOT COLLECTED
(991) NOT MEASURED/NO APPARENT
COMPRESSION
(992) COMPRESSED, AMOUNT UNKNOWN
(993) DEVICE EXTENDED
(997) UNABLE TO BE MEASURED
(998) NOT APPLICABLE (NOT EQUIPPED)
(999) UNKNOWN

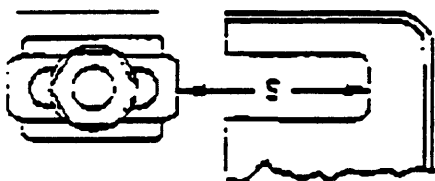
$$\frac{8}{25} \quad \frac{8}{26} \quad \frac{8}{27}$$

* (ADD A & B FOR TOTAL COMPRESSION)

SHEAR CAPSULE SEPARATION (mm)

S (USE AVG. OF LEFT & RIGHT CAPSULES.)

LT:



RT:

- (888) NOT COLLECTED
(991) NOT MEASURED/NO APPARENT
SEPARATION
(992) SEPARATED, AMOUNT UNKNOWN
(997) UNABLE TO BE MEASURED
(998) NOT APPLICABLE (NOT EQUIPPED)
(999) UNKNOWN

$$\frac{8}{28} \quad \frac{8}{29} \quad \frac{8}{30}$$

COLUMN VERTICAL ROTATION

- (0) NO APPARENT ROTATION
(1) UPWARD APPARENT ROTATION
(2) DOWNWARD APPARENT ROTATION
(9) UNKNOWN

$$\frac{0}{31}$$

COLUMN LATERAL ROTATION

- (0) NO APPARENT ROTATION
(1) LEFT APPARENT ROTATION
(2) RIGHT APPARENT ROTATION
(9) UNKNOWN

$$\frac{2}{32}$$

STEERING WHEEL (CONTINUED)

STEERING WHEEL HUB DAMAGE

- (0) NONE
(1) OCCUPANT CONTACT
(2) AIRBAG
(3) OTHER _____
(9) UNKNOWN

$$\frac{6}{33}$$

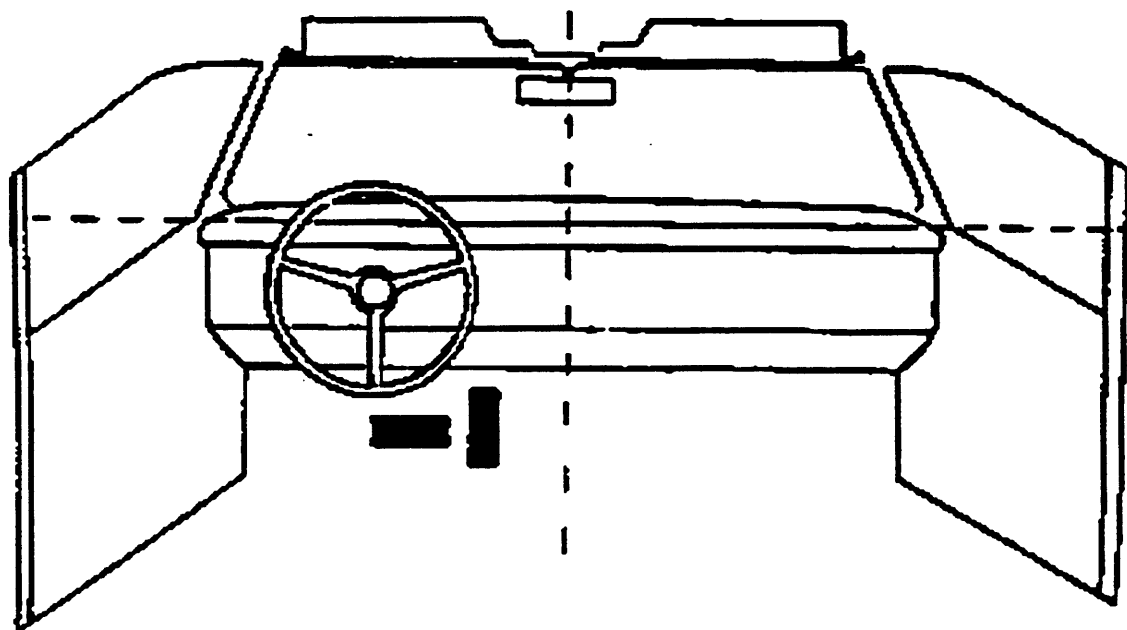
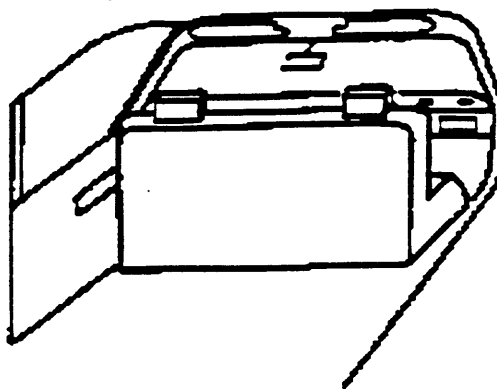
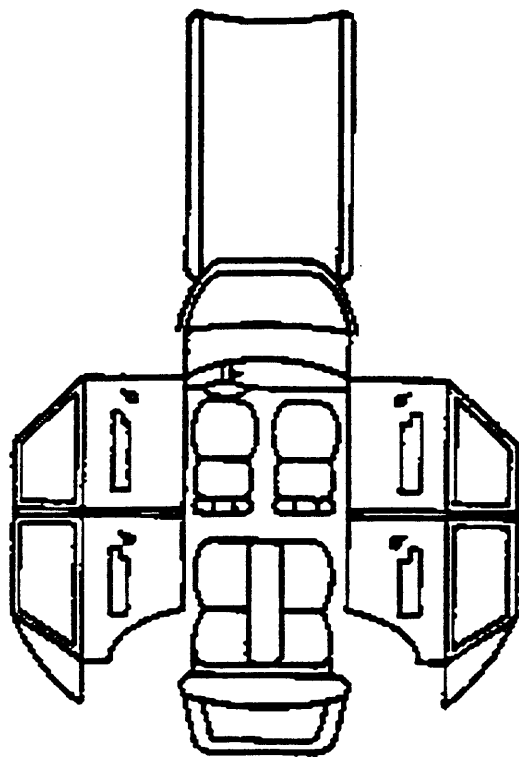
INTRUSION IT-1					
Location of Intrusion	Intruded Component	(All Measurements Are in Centimeters)			Dominant Crush Direction
		Comparison Value	- Intruded Value	= Intrusion	
13	Door	64	- 56	= 14	Y
13	B-pillar	68	- 50	= 18	Y
13	RSR	44	- 40	= 4	Y
13	Sill	63	- 51	= 12	Y
			-	=	
23	Door	63	- 51	= 12	Y
23	RSR	44	- 41	= 3	Y
23	Sill	63	- 51	= 12	Y
			-	=	
			-	=	
			-	=	
			-	=	
			-	=	
			-	=	
			-	=	
			-	=	

OCCUPANT CONTACT WORKSHEET

Contact	Interior Component Contacted	Occupant No. if Known	Body Region if Known	Supporting Physical Evidence	Confidence Level of Contact Point
A					
B					
C					
D					
E					
F					
G					
H					
I					
J					

INTRUSION IT-2

VEHICLE OCCUPANT CONTACT DIAGRAM



INTRUSION IT-3**CODES FOR COLUMN B, OCCUPANT SPACE NUMBER**

OCCUPANT SPACE NUMBER IS A TWO-DIGIT CODE. THE USE OF THE CODE IS DETERMINED BY THE VEHICLE SEAT CONFIGURATION AT THE TIME OF THE ACCIDENT.

FIRST DIGIT

THE FIRST DIGIT (LEFT DIGIT) DENOTES THE SEAT ROW, WITH CODE VALUES FROM 1 TO 5.

SECOND DIGIT

THE SECOND DIGIT (RIGHT DIGIT) DENOTES THE POSITION ON THE SEAT AND, IN SOME INSTANCES, THE WIDTH OF THE SEAT.

- | | | | |
|--------------------------|-----------------|-------------------|---|
| (1) LEFT | (3) RIGHT | | INDIVIDUAL SEAT |
| (1) LEFT | (2) CENTER | (3) RIGHT | BENCH: FULL WIDTH 3 PASSENGER |
| (1) LEFT | (2) LEFT CENTER | (6) RIGHT CENTER | (3) RIGHT BENCH: FULL WIDTH 4 PASSENGER |
| (1) LEFT | (2) CENTER | (5) RIGHT & | BENCH: PARTIAL WIDTH, LEFT AISLE SPACE |
| (0) LEFT & SPACE | (2) CENTER | (5) RIGHT & | BENCH: PARTIAL WIDTH, CENTERED SPACE |
| (4) ENTIRE VEHICLE WIDTH | | CARGO AREA | |

EXAMPLES

THE TWO FIGURES BELOW PROVIDE EXAMPLES OF THE OCCUPANT SPACE NUMBER.

PASSENGER CAR
5 PASSENGERS

X	X	11	13
X	X	X	21 22 23

VAN
12 PASSENGER CAPACITY

X	X	11	13
X	X	X	21 22 25
X	X	X	31 32 35
X	X	X	X
X	X	X	41 42 46 43

CODES FOR COLUMN F, MEASUREMENT AXIS

- (X) X-AXIS (FORE & AFT)
(Y) Y-AXIS (LATERAL)
(Z) Z-AXIS (VERTICAL)

CODES FOR COLUMNS G, H, I & J, OCCUPANT & INJURY NUMBERS

OCCUPANT NUMBER	INJURY NUMBER	CONTACT
(00)	(00)	NO CONTACT
(##)	(00)	CONTACT, NO INJURY
(97)	(99)	CONTACT, OCCUPANT UNKNOWN, INJURY UNKNOWN
(99)	(00) OR (99)	UNKNOWN IF CONTACT

INTRUSION IT-4

CODES FOR COLUMN C, INTRUDING COMPONENT OR OBJECT

NOTE: DO NOT CODE OBJECTS OTHER THAN COMPONENTS OF CASE VEHICLE.

INDIVIDUAL COMPONENT

INTERNAL

- (01) INSTRUMENT PANEL
- (02) FIRE WALL
- (03) TOE PAN
- (04) FLOOR PAN
- (05) STEERING COLUMN
- (06) WINDSHIELD
- (07) WINDSHIELD HEADER
- (08) A-PILLAR
- (09) DOOR PANEL OR SIDE PANEL
- (10) WINDOW FRAME
- (11) B-PILLAR
- (12) C-PILLAR
- (13) D-PILLAR
- (14) ROOF SIDE RAILS
- (15) ROOF OR CONVERTIBLE TOP
- (16) BACKLIGHT HEADER
- (17) FRONT SEAT-BACK SURFACE/
SEAT-BACK BACK SURFACE
- (18) SECOND SEAT-BACK SURFACE
SEAT-BACK BACK SURFACE
- (19) THIRD SEAT-BACK SURFACE
SEAT-BACK BACK SURFACE
- (20) FOURTH SEAT-BACK SURFACE
SEAT-BACK BACK SURFACE
- (21) FIFTH SEAT-BACK SURFACE
SEAT-BACK BACK SURFACE
- (22) BACK PANEL/BACK DOOR SURFACE
- (23) SEAT CUSHION SURFACE/EDGE
- (24) CONSOLE
- (25) OTHER (DESCRIBE)
- (26) UNKNOWN INTERNAL SURFACES
- (28) TRANSMISSION TUNNEL (HUMP)
- (29) SIDE FOOTWELL PANEL (KICKPANEL)
- (30) SILL

EXTERNAL

- (43) HOOD
- (44) OBJECT EXTERNAL TO PASSENGER
COMPARTMENT BUT PART
OF CASE VEHICLE
- (45) OUTSIDE SURFACE OF CASE VEHICLE
- (46) OTHER (E.G. SPARE TIRE,
JACK. DESCRIBE.)
- (49) UNKNOWN EXTERNAL OBJECT

GROUPED FOR MASSIVE INTRUSION INTO AN OCCUPANT SPACE

USE ONLY IF ALL THESE COMPONENTS
INTRUDED INTO A SINGLE OCCUPANT SPACE.

- | | |
|------------------------|-------------------------|
| (50) WINDSHIELD HEADER | (60) ROOF |
| A-PILLAR | ROOF RAIL |
| ROOF SIDE RAIL | A-PILLAR |
| (51) INSTRUMENT PANEL | B-PILLAR |
| A-PILLAR | C-PILLAR |
| DOOR PANEL | WINDOW FRAME |
| (52) INSTRUMENT PANEL | DOOR PANEL |
| A-PILLAR | FLOOR PAN |
| WINDSHIELD HEADER | (61) INSTRUMENT PANEL |
| (53) DOOR PANEL | TOE PAN |
| B-PILLAR | WINDSHIELD HEADER |
| ROOF RAIL | A-PILLAR |
| (54) DOOR PANEL | ROOF RAIL |
| A-PILLAR | WINDOW FRAME |
| ROOF RAIL | DOOR PANEL |
| (55) INSTRUMENT PANEL | ROOF |
| FLOOR PAN | (62) ROOF |
| A-PILLAR | ROOF RAIL |
| DOOR FRAME | C-PILLAR |
| (56) ROOF RAIL | WINDOW FRAME |
| A-PILLAR | FLOOR PAN |
| B-PILLAR | SECOND SEAT |
| WINDOW FRAME | DOOR PANEL |
| (57) ROOF RAIL | (63) ROOF RAIL |
| A-PILLAR | ROOF |
| B-PILLAR | B-PILLAR |
| C-PILLAR | WINDOW FRAME |
| DOOR PANEL | FLOOR PAN |
| (58) ROOF | DOOR PANEL |
| ROOF RAIL | SECOND SEAT |
| WINDOW FRAME | FRONT SEAT |
| DOOR PANEL | (64) ROOF RAIL |
| (59) BACKLIGHT HEADER | ROOF OR CONVERTIBLE TOP |
| ROOF | A-PILLAR |
| C-PILLAR | B-PILLAR |
| THIRD SEAT-BACK | WINDOW FRAME |
| | WINDOW HEADER |
| | (65) WINDSHIELD |
| | WINDSHIELD HEADER |
| | ROOF SIDE RAIL |
| | (66) WINDSHIELD |
| | WINDSHIELD HEADER |
| | A-PILLAR |
| | (98) NOT APPLICABLE |
| | (99) UNKNOWN |

Duplicate columns 1-8
from the previous card.Module 1 1 Format 0 1
9 10 11 12

INTRUSION IT-5

WAS THERE OCCUPANT COMPARTMENT INTRUSION? 1
13WAS INTRUSION CATASTROPHIC? 0
14

- (0) NO DO NOT ANSWER NEXT QUESTION. SKIP PAGE.
 (1) YES ANSWER NEXT QUESTION.
 (9) UNKNOWN SKIP PAGE.

- (0) NO COMPLETE PAGE.
 (1) YES SKIP PAGE.

Duplicate columns 1-8
from the previous card.Module 1 1 Format 0 2
9 10 11 12

NOTE: Each line in the table below is a separate record (card). Duplicate columns 1 - 12 for each completed line.

INTRUSIONS CODE INTRUSIONS IN THIS ORDER: LEFT TO RIGHT ON ROW; FRONT TO BACK IN VEHICLES.
 CODES FOR B, F, G, H, I, J ON PAGE IT-3
 CODES FOR C ON PAGE IT-4

OCCUPANT CONTACT AND INJURY

A	B	C	D	E	F	G	H	I	J	K
INTRUSION NUMBER	OCC. SPACE NO.	INTRUDING COMPONENT OR OBJECT	ASSOC. EVENT NO.	MAXIMUM INTRUSION X AXIS (cm)	MAXIMUM INTRUSION Y AXIS (cm)	MAXIMUM INTRUSION Z AXIS (cm)	OCCUPANT NUMBER	INJURY NUMBER	OCCUPANT NUMBER	INJURY NUMBER
13-14	15-16	17-18	19	20-21	22-23	24-25	26-27	28-29	30-31	32-33
<u>0 1</u>	<u>1 3</u>	<u>1 1</u>	<u>1</u>	<u>0 0</u>	<u>1 8</u>	<u>0 0</u>	<u>0 0</u>	<u>0 0</u>	<u>0 0</u>	<u>0 0</u>
<u>0 2</u>	<u>1 3</u>	<u>0 9</u>	<u>1</u>	<u>0 0</u>	<u>1 4</u>	<u>0 0</u>	<u>0 0</u>	<u>0 0</u>	<u>0 0</u>	<u>0 0</u>
<u>0 3</u>	<u>1 3</u>	<u>3 0</u>	<u>1</u>	<u>0 0</u>	<u>1 2</u>	<u>0 0</u>	<u>0 0</u>	<u>0 0</u>	<u>0 0</u>	<u>0 0</u>
<u>0 4</u>	<u>1 3</u>	<u>1 4</u>	<u>1</u>	<u>0 0</u>	<u>0 4</u>	<u>0 0</u>	<u>0 0</u>	<u>0 0</u>	<u>0 0</u>	<u>0 0</u>
<u>0 5</u>	<u>2 3</u>	<u>3 0</u>	<u>1</u>	<u>0 0</u>	<u>1 2</u>	<u>0 0</u>	<u>0 0</u>	<u>0 0</u>	<u>0 0</u>	<u>0 0</u>
<u>0 6</u>	<u>2 3</u>	<u>0 9</u>	<u>1</u>	<u>0 0</u>	<u>1 2</u>	<u>0 0</u>	<u>0 0</u>	<u>0 0</u>	<u>0 0</u>	<u>0 0</u>
<u>0 7</u>	<u>2 3</u>	<u>1 4</u>	<u>1</u>	<u>0 0</u>	<u>0 3</u>	<u>0 0</u>	<u>0 0</u>	<u>0 0</u>	<u>0 0</u>	<u>0 0</u>

NOTE: USE ADDITIONAL PAGE IF MORE THAN 7 INTRUSIONS.

Duplicate columns 1-8
from the previous card.Module 1 1 Format 0 3
9 10 11 12NOTE: IF NO SIDE DOOR INTRUSION,
SKIP REMAINDER OF PAGE.SIDE DOOR INTRUSION
RESULTED FROM

INTRUSION
NUMBER CAUSE

0 2 1
13 15 (1) DIRECT
0 6 1 IMPACT
16 18 (2) INDUCED
19 21 (9) UNKNOWN DAMAGE

IF DAMAGE TO DOOR COMPONENT RESULTED IN INCREASED
DOOR INTRUSION, CODE COMPONENT

INTRUSION NUMBER	DAMAGED COMPONENT 1	DAMAGED COMPONENT 2	CODES FOR COMPONENTS
A <u>0 2</u> 22 23	<u>0</u>	<u>0</u> 25	(0) NONE
B <u>0 6</u> 26 27	<u>0</u>	<u>0</u> 29	(1) A-PILLAR
C <u> </u> 30 31	<u> </u>	<u> </u> 33	(2) B-PILLAR
D <u> </u> 34 35	<u> </u>	<u> </u> 37	(3) C-PILLAR
			(4) LATCH/STRIKER
			(5) HINGES
			(7) OTHER: <u> </u>
			(8) NOT APPLICABLE
			(9) UNKNOWN

Duplicate columns 1-8
from the previous card.Module 1 1 Format 0 2
9 10 11 12

INTRUSION IT-6

NOTE: Each line in the table below is a separate record (card).
Duplicate columns 1 - 12 for each completed line.

- ADDITIONAL PAGE -

INTRUSIONS CODE INTRUSIONS IN THIS ORDER: LEFT TO RIGHT ON ROW; FRONT TO BACK IN VEHICLES.
CODES FOR B, F, G, H, I, J ON PAGE IT-3
CODES FOR C ON PAGE IT-4

OCCUPANT CONTACT AND INJURY

A	B	C	D	E	F	G	H	I	J	K
INTRUSION NUMBER	OCC. SPACE NO.	INTRUDING COMPONENT OR OBJECT	ASSOC. EVENT NO.	MAXIMUM INTRUSION X AXIS (cm)	MAXIMUM INTRUSION Y AXIS (cm)	MAXIMUM INTRUSION Z AXIS (cm)	OCCUPANT NUMBER	INJURY NUMBER	OCCUPANT NUMBER	INJURY NUMBER
13-14	15-16	17-18	19	20-21	22-23	24-25	26-27	28-29	30-31	32-33
0 8	---	---	---	---	---	---	---	---	---	---
0 9	---	---	---	---	---	---	---	---	---	---
1 0	---	---	---	---	---	---	---	---	---	---
1 1	---	---	---	---	---	---	---	---	---	---
1 2	---	---	---	---	---	---	---	---	---	---
1 3	---	---	---	---	---	---	---	---	---	---
1 4	---	---	---	---	---	---	---	---	---	---
1 5	---	---	---	---	---	---	---	---	---	---
1 6	---	---	---	---	---	---	---	---	---	---
1 7	---	---	---	---	---	---	---	---	---	---
1 8	---	---	---	---	---	---	---	---	---	---
1 9	---	---	---	---	---	---	---	---	---	---
2 0	---	---	---	---	---	---	---	---	---	---
2 1	---	---	---	---	---	---	---	---	---	---
2 2	---	---	---	---	---	---	---	---	---	---
2 3	---	---	---	---	---	---	---	---	---	---
2 4	---	---	---	---	---	---	---	---	---	---
2 5	---	---	---	---	---	---	---	---	---	---

Duplicate columns 1-8
from the previous card.

Module 1 D Format 0 1
9 10 11 12

INTERIOR DAMAGE

ID-1

CODES:

(0) NO
(1) YES
(3) NO, and OCCUPANT CONTACT

(4) YES, and OCCUPANT CONTACT
(8) NOT APPLICABLE
(9) UNKNOWN

	LEFT	RIGHT				
SIDES			FRONT			INSTRUMENT PANEL
FRONT DOOR	0 13	1 14	FOOT CONTROLS	0 45		UPPER PANEL
FRONT HARDWARE	0 15	1 16	IGNITION KEYS	0 46		MID PANEL
FRONT ARMREST	0 17	1 18	REAR VIEW MIRROR	0 47		LOWER PANEL
FRONT GLASS	0 19	1 20	SUNVISOR/FITTINGS	0 48		ASHTRAY
REAR DOOR AREA	0 21	1 22	(5) LEFT SIDE ONLY (6) RIGHT SIDE ONLY (7) BOTH SIDES			CONTROL KNOBS & LEVERS
REAR HARDWARE	0 23	1 24	WINDSHIELD TOP MOLDINGS	0 49		GLOVE COMPARTMENT AREA
REAR ARMREST	0 25	1 26	LEFT A-PILLAR (UPPER OR LOWER)	0 50		INSTRUMENTS
REAR GLASS	0 27	1 28	RIGHT A-PILLAR (UPPER OR LOWER)	0 51		PARKING BRAKE RELEASE
ROOF SIDE RAIL	0 29	1 30	CENTER CONSOLE	4 52		PARKING BRAKE PEDAL
B-PILLAR	0 31	1 32	TRANSMISSION SELECTOR LEVER	0 53		A/C OR UPPER VENT OUTLETS
C-PILLAR	0 33	1 34	RIM, HORN, SPOKE	0 54		HEATER OR A/C DUCTS
D-PILLAR	8 35	8 36				RADIO
HEADLINING	0 37	0 38				OTHER: * _____
ROOF STRUCTURE	0 39	0 40				
T-ROOF/SUN ROOF	8 41	8 42				
OTHER: * _____	8 43	8 44				
						REAR
						WINDOW
						WINDOW HEADER
						CONSOLES
						VERTICAL
						ROOF

* MORE THAN ONE ITEM MAY BE NOTED.

Duplicate columns 1-8
from the previous card.Module S I Format 0 2
9 10 11 12

SEATS

ST-1

FRONT SEAT		DRIVER	PASSENR	FRONT SEAT-BACK		DRIVER	PASSENR
TYPE OF FRONT SEAT				SEAT-BACK TYPE			
(00) NO SEAT		<u>0</u>	<u>5</u>	(1) FORWARD FOLDING		<u>3</u>	<u>3</u>
(01) STANDARD BENCH		13	14	(2) RIGID		30	31
(02) SPLIT BACK, 50-50				(3) RECLINING			
(03) SPLIT BACK, DRIVER WIDE				(7) OTHER: _____			
(04) SPLIT BACK, PASS. WIDE				(8) NOT APPLICABLE			
(05) BUCKET				(9) UNKNOWN			
(06) CAPTAIN'S CHAIR				SEAT-BACK LOCK TYPE			
(07) INDIV. BENCH, 50-50				(0) NONE		<u>1</u>	<u>1</u>
(08) INDIV. BENCH, DRIVER WIDE				(1) MANUAL		32	33
(09) INDIV. BENCH, PASS. WIDE				(2) INERTIA			
(97) OTHER: _____				(3) POWER			
(99) UNKNOWN				(7) OTHER: _____			
TYPE OF SEAT MOUNT				(8) NOT APPLICABLE			
(1) STANDARD		<u>1</u>	<u>1</u>	(9) UNKNOWN			
(2) PEDESTAL		17	18	LOCKS HELD			
(7) OTHER: _____				(0) NO		<u>1</u>	<u>1</u>
(8) NOT APPLICABLE				(1) YES		34	35
(9) UNKNOWN				(8) NOT APPLICABLE			
SWIVEL MECHANISM EQUIPPED				(9) UNKNOWN			
(0) NO		<u>0</u>	<u>0</u>	RECLINER MECHANISM HELD			
(1) YES		19	20	(0) NO		<u>1</u>	<u>1</u>
(8) NOT APPLICABLE				(1) YES		36	37
(9) UNKNOWN				(8) NOT APPLICABLE			
ORIGINAL EQUIPMENT SEATS				(9) UNKNOWN			
(0) NO		<u>1</u>	<u>1</u>	HEAD RESTRAINT			
(1) YES		21	22	HEAD RESTRAINT TYPE			
(8) NOT APPLICABLE				(0) NONE		<u>1</u>	<u>1</u>
(9) UNKNOWN				(1) ADJUSTABLE		38	39
CONTACT OF SEAT BY REAR OCCUPANT				(2) INTEGRAL			
(0) NO		<u>8</u>	<u>8</u>	(3) NOT INTEGRAL, BUT CANNOT BE REMOVED			
(1) YES		23	24	(7) OTHER: _____			
(8) NOT APPLICABLE				(8) NOT APPLICABLE			
(9) UNKNOWN				(9) UNKNOWN			
FRONT SEAT DAMAGE				REMOVED PRE-CRASH			
(0) NONE		<u>0</u>	<u>3</u>	(0) NO		<u>0</u>	<u>0</u>
(1) BACKREST ONLY DAMAGED		25	26	(1) YES		40	41
(2) CUSHION ONLY DAMAGED				(8) NOT APPLICABLE			
(3) BACKREST & CUSHION DAMAGED				(9) UNKNOWN			
(8) NOT APPLICABLE				ADJUSTMENT AT CRASH			
(9) UNKNOWN				(1) UP		<u>2</u>	<u>2</u>
CENTER ARMREST DAMAGED				(2) DOWN		42	43
(0) NO				(8) NOT APPLICABLE			
(1) YES		<u>1</u>		(9) UNKNOWN			
(7) EQUIPPED, DAMAGE UNKNOWN		27		HEAD RESTRAINT DAMAGE			
(8) NOT APPLICABLE				(0) NONE		<u>0</u>	<u>0</u>
(NO CENTER ARMREST)				(1) DAMAGED BUT NOT SEPARATED		44	45
(9) UNKNOWN IF EQUIPPED				(2) SEPARATED			
FRONT SEAT ROTATION				(8) NOT APPLICABLE			
(0) NONE APPARENT		<u>0</u>	<u>0</u>	(9) UNKNOWN			
(1) FORWARD APPARENT		28	29				
(2) REARWARD APPARENT							
(3) LEFT APPARENT							
(4) RIGHT APPARENT							
(5) MULTIPLE ROTATIONS SPECIFY _____							
(8) NOT APPLICABLE							
(9) UNKNOWN							

SEATS ST-2

FRONT SEAT ADJUSTMENT		DRIVER	PASSENGER	SECOND SEAT (CONT.)	
SEAT ADJUSTMENT TYPE				CENTER ARMREST DAMAGED	
(0) NONE (RIGID) (1) MANUAL (2) POWER (7) OTHER: _____ (8) NOT APPLICABLE (NO SEAT) (9) UNKNOWN		$\frac{1}{46}$	$\frac{1}{47}$	$\frac{8}{60}$	
ADJUSTMENT PROVIDED				(0) NO (1) YES (7) EQUIPPED, DAMAGE UNKNOWN (8) NOT APPLICABLE (NO CENTER ARMREST) (9) UNKNOWN IF EQUIPPED	
(1) 2-WAY (2) 4-WAY (3) 6-WAY (7) OTHER: _____ (8) NOT APPLICABLE (9) UNKNOWN		$\frac{1}{48}$	$\frac{1}{49}$	SECOND SEAT-BACK	
SEAT ADJUSTER DAMAGE				LEFT	RIGHT
(0) NONE (1) CHUCKING (FREE PLAY) (2) DEFORMED (RELEASED <u>JAMMED</u>) (3) SEPARATED (7) OTHER: _____ (8) NOT APPLICABLE (9) UNKNOWN		$\frac{0}{50}$	$\frac{1}{51}$	LOCKS	
SEAT ADJUSTER SEPARATION				FOR THE FOLLOWING, USE:	
(0) NONE (1) SEPARATED AT FLOOR (2) SEPARATION OF ADJUSTER (3) SEPARATED AT SEAT (8) NOT APPLICABLE (9) UNKNOWN		$\frac{8}{52}$	$\frac{0}{53}$	(0) NO (1) YES (8) NOT APPLICABLE (9) UNKNOWN	
PRE-CRASH POSITION				LEFT OR CENTER, EQUIPPED	
(1) FORWARD (2) MIDDLE (3) REARWARD (8) NOT APPLICABLE (9) UNKNOWN		$\frac{1}{54}$	$\frac{1}{55}$	$\frac{1}{61}$	$\frac{0}{62}$
SECOND SEAT		LEFT	RIGHT	LEFT OR CENTER, HELD	
TYPE OF SECOND SEAT				$\frac{1}{63}$	$\frac{8}{64}$
(0) NONE (1) NON-FOLDING (2) FOLDING (3) CAPTAIN'S CHAIR (4) JUMP SEAT (5) INTEGRAL CHILD SEAT (6) LUGGAGE AREA ACCESS PANEL (9) UNKNOWN		$\frac{6}{56}$	$\frac{6}{57}$	(3) SEAT FOLDED DOWN	
SECOND SEAT DAMAGE				RIGHT, EQUIPPED	
(0) NONE (1) BACKREST ONLY (DAMAGED OR LOOSENED) (2) CUSHION ONLY (DAMAGED OR LOOSENED) (3) BACKREST & CUSHION (DAMAGED OR LOOSENED) (4) INTEGRAL CHILD SEAT (PRIORITY CODE) (5) LUGGAGE AREA ACCESS PANEL (DAMAGED OR LOOSENED) (8) NOT APPLICABLE (9) UNKNOWN		$\frac{0}{58}$	$\frac{3}{59}$	$\frac{0}{65}$	$\frac{1}{66}$
				RIGHT, HELD	
				$\frac{8}{67}$	$\frac{1}{68}$
				(3) SEAT FOLDED DOWN	
				THIRD SEAT	
				EQUIPPED	
				$\frac{0}{69}$	$\frac{0}{70}$
				BACKREST DAMAGED	
				$\frac{8}{71}$	$\frac{8}{72}$
				CUSHION DAMAGED	
				$\frac{8}{73}$	$\frac{8}{74}$
				VEHICLE EQUIPPED WITH REAR HEAD RESTRAINTS	
				(0) NOT EQUIPPED (OR REMOVED) (1) EQUIPPED (2) EQUIPPED & DAMAGED (8) NOT APPLICABLE (NO REAR SEAT) (9) UNKNOWN	
				$\frac{0}{75}$ <i>Applies to any rear-seat position</i>	

Duplicate columns 1-8
from the previous card.Module A B Format 0 1
9 10 11 12

AIRBAG AB-1

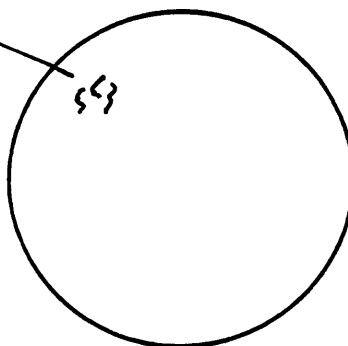
<p style="text-align: center;">DRIVER SIDE</p> <p>LOCATION OF AIRBAG</p> <p>STEERING WHEEL</p> <p>EQUIPPED</p> <p>(0) NO (1) YES (4) PRIOR DEPLOYMENT NOT REINSTALLED (9) UNKNOWN IF AIRBAG EQUIPPED</p> <p>DEPLOYED</p> <p>(0) NO (1) YES (2) PARTIAL/IMPROPER DEPLOYMENT (8) NOT APPLICABLE (NO AIRBAG) (9) UNKNOWN</p>	<p><u>1</u> 13</p> <p><u>1</u> 14</p>	<p style="text-align: center;">PASSENGER SIDE</p> <p>LOCATION OF AIRBAG</p> <p>INSTRUMENT PANEL (GLOVE BOX)</p> <p>EQUIPPED</p> <p>(0) NO (1) YES (4) PRIOR DEPLOYMENT NOT REINSTALLED (9) UNKNOWN IF AIRBAG EQUIPPED</p> <p>DEPLOYED</p> <p>(0) NO (1) YES (2) PARTIAL/IMPROPER DEPLOYMENT (8) NOT APPLICABLE (NO AIRBAG) (9) UNKNOWN</p>	<p><u>1</u> 16</p> <p><u>1</u> 17</p>
<p>CONDITION OF AIRBAG</p> <p>STEERING WHEEL</p> <p>(0) NO DAMAGE (2) SPLIT OR TORN (3) CUT DURING CRASH (4) BURNED/MELTED (5) CUT POST CRASH (6) OTHER _____ (7) DAMAGED, CONDITION UNKNOWN (8) NOT APPLICABLE (NOT EQUIPPED/NOT DEPLOYED) (9) UNKNOWN IF EQUIPPED OR CONDITION</p>	<p><u>0</u> 15</p>	<p>CONDITION OF AIRBAG</p> <p>INSTRUMENT PANEL (GLOVE BOX)</p> <p>(0) NO DAMAGE (2) SPLIT OR TORN (3) CUT DURING CRASH (4) BURNED/MELTED (5) CUT POST CRASH (6) OTHER _____ (7) DAMAGED, CONDITION UNKNOWN (8) NOT APPLICABLE (NOT EQUIPPED/NOT DEPLOYED) (9) UNKNOWN IF EQUIPPED OR CONDITION</p>	<p><u>2</u> 18</p>
<p style="text-align: center;">DRIVER SIDE</p> <p>AIRBAG</p> <p>STEERING WHEEL</p> <p>TETHER</p> <p>(0) NO (1) YES (6) OTHER _____ (7) UNKNOWN IF TETHERED (8) NOT APPLICABLE (NO AIRBAG) (9) UNKNOWN IF AIRBAG EQUIPPED</p> <p>MARKED BY CONTACT</p> <p>(0) NO (1) YES (8) NOT APPLICABLE (NO AIRBAG) (9) UNKNOWN</p>	<p><u>0</u> 19</p> <p><u>1</u> 20</p>	<p style="text-align: center;">PASSENGER SIDE</p> <p>AIRBAG</p> <p>INSTRUMENT PANEL (GLOVE BOX)</p> <p>TETHER</p> <p>(0) NO (1) YES (6) OTHER _____ (7) UNKNOWN IF TETHERED (8) NOT APPLICABLE (NO AIRBAG) (9) UNKNOWN IF AIRBAG EQUIPPED</p> <p>MARKED BY CONTACT</p> <p>(0) NO (1) YES (8) NOT APPLICABLE (NO AIRBAG) (9) UNKNOWN</p>	<p><u>1</u> 21</p> <p><u>0</u> 22</p>

AIRBAG AB-2

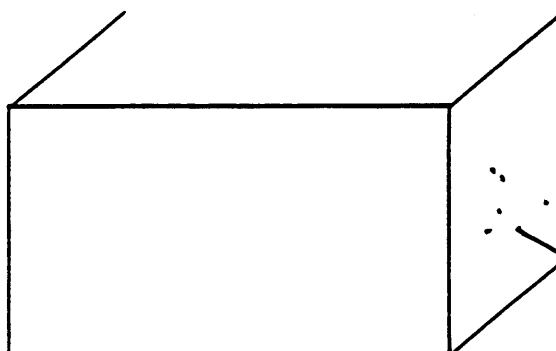
AIRBAG NUMBER ON DRIVER SIDE:

IN RED
PRINTFLAP
LT 10cm x 10cm

RT 11 LIPSTICK

NOTE AND DESCRIBE ANY AIRBAG CONTACT OR
DAMAGE ON DIAGRAM BELOW:AIRBAG
45 CM WIDE
59 CM TALL

AIRBAG NUMBER ON PASSENGER SIDE:

FLAP
32 WIDE
17 TALLNOTE AND DESCRIBE ANY AIRBAG CONTACT OR
DAMAGE ON DIAGRAM BELOW:AIRBAG
38 WIDE
52 TALLSMALL
HOLES
(FROM BROKEN
SIDE WINDOW
GLASS)

NOTE TO THE INVESTIGATOR:

**THE FOLLOWING TWO SECTIONS,
OCCUPANT INFORMATION AND INJURY CLASSIFICATION,
ARE TO BE FILLED IN
FOR EACH CASE VEHICLE OCCUPANT,
WHETHER INJURED OR NOT.**

**IF THERE IS MORE THAN ONE OCCUPANT,
USE ADDITIONAL COPIES
OF PAGES OC-1, OC-2, OC-3,
AND IC-2 TO DESCRIBE THEM
AND ATTACH THE COPIES TO THIS REPORT.**

TEAM REPORT NUMBER: UM-3703-98Duplicate columns 1-8
from the previous card.Module 0 C Format 0 2
9 10 11 12

OCCUPANT INFORMATION OC-1

OCCUPANT IDENTIFICATION

OCCUPANT NUMBER

01
13 14

ROLE OF OCCUPANT AT 1ST IMPACT

- (1) MOTOR VEHICLE DRIVER
(2) MOTOR VEHICLE PASSENGER
(NOT DRIVER)
(9) UNKNOWN

1
15

OCCUPANT POSITION

ROW LOCATION

- (1) FRONT
(2) SECOND
(3) THIRD
(4) FOURTH
(7) OTHER: _____
(8) EXTERNAL TO PASSENGER
COMPARTMENT (E.G. BED OF PICKUP)
(9) UNKNOWN

1
16

LATERAL LOCATION

- (1) LEFT
(2) LEFT CENTER
(3) CENTER
(4) RIGHT CENTER
(5) RIGHT
(6) ALL (LYING ON SEAT)
(8) EXTERNAL TO PASSENGER
COMPARTMENT
(9) UNKNOWN

1
17

POSTURE

- (10) SITTING ON SEAT
(11) SITTING ON SEAT IN ABNORMAL
POSITION (E.G. FEET ON DASH,
SIDEWAYS)
(12) SITTING ON CONSOLE
(20) ON LAP OR IN ARMS
(30) STANDING ON SEAT
(40) STANDING ON FLOOR
(47) STANDING, EXTERNAL TO
PASSENGER COMPARTMENT
(50) IN BASSINET
(60) IN CHILD SEAT
(65) IN CHILD HARNESS
(70) LYING ON SEAT
(80) LYING/SITTING ON PASSENGER
FLOOR
(83) LYING/SITTING ON OTHER
OBJECT IN PASSENGER
COMPARTMENT: _____
(85) ON CARGO FLOOR/FOLDED
SEAT-BACK
(87) LYING/SITTING, EXTERNAL TO
PASSENGER COMPARTMENT
(97) OTHER: _____
(99) UNKNOWN

10
18 19

PHYSICAL DESCRIPTION

AGE IN YEARS

- (00) LESS THAN 1 YEAR
(98) 98 YEARS OR OLDER
(99) UNKNOWN

43
20 21

AGE IN MONTHS

- (00) LESS THAN 1 MONTH
(25) 25 MONTHS OR OLDER
(99) UNKNOWN

25
22 23

MASS (kg)

(999) UNKNOWN

(105 lb)048
24 25 26

HEIGHT (cm)

(999) UNKNOWN

(5 ft)152
27 28 29

SEX

- (1) MALE
(2) FEMALE
(9) UNKNOWN

2
30

MEDICAL CONDITIONS

TREATMENT/MORTALITY

- (00) NONE
(01) FIRST AID AT SCENE
(02) TREATED AT HOSPITAL/CLINIC
BUT NOT ADMITTED
(03) HOSPITALIZED FOR OBSERVATION
LESS THAN 24 HOURS
(04) HOSPITALIZED OVER 24 HOURS
OR FOR SIGNIFICANT TREATMENT
(05) FATAL, DEAD AT SCENE
(06) FATAL, DOA
(07) FATAL, DEAD WITHIN 24 HOURS
(08) FATAL, DEAD 24 HOURS TO
31 DAYS LATER
(09) FATAL, DEAD 31 DAYS TO
1 YEAR LATER
(10) FATAL DEAD WITHIN UNKNOWN
PERIOD
(99) UNKNOWN

00
31 32

INJURY SEVERITY SCORE (ISS)

(99) UNKNOWN

03
33 34

NON-IMPACT MED. CONDITIONS

- (0) NONE
(1) YES, TIME & TYPE UNKNOWN
(2) PRE-CRASH FATAL (CLINICAL
DEATH AT WHEEL)
(3) PRE-CRASH NON-FATAL (E.G.
PRIOR INJURY, STROKE)
(4) PREGNANT
(5) POST-CRASH FATAL (DROWNING)
(6) POST-CRASH NON-FATAL INJURY
(7) OTHER: _____
(8) COMBINATION OF ABOVE
(CIRCLE EACH)
(9) UNKNOWN

0
35

46

OCCUPANT INFORMATION OC-3

OCCUPANT EYEWEAR

- (0) NONE
- (1) GLASSES
- (2) CONTACTS
- (3) BOTH GLASSES AND CONTACTS
- (4) OTHER _____
- (8) NOT APPLICABLE
- (9) UNKNOWN

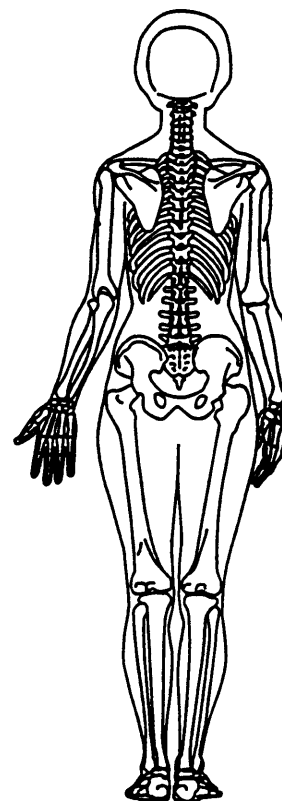
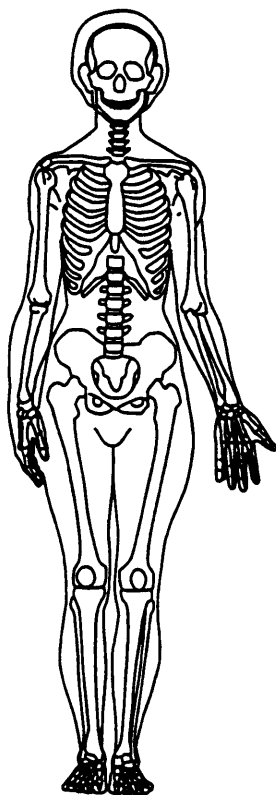
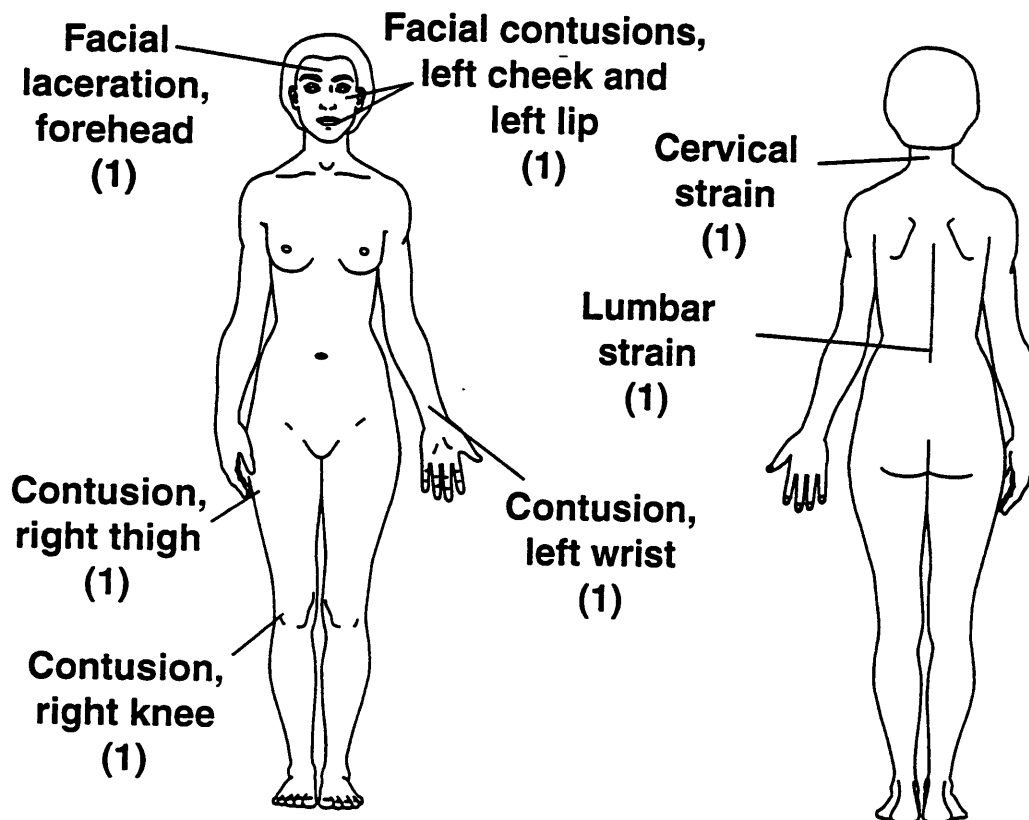
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47

SOURCE OF INFORMATION

- (0) INTERVIEW
- (1) HOSPITAL
- (2) AUTOPSY
- (3) POLICE
- (4) OTHER _____
- (5) LAY CORONER/EXTERNAL EXAM
- (7) COMBINATION OF ABOVE (CIRCLE)
- (8) NOT APPLICABLE
- (9) UNKNOWN

0
48

OCCUPANT INFORMATION OC-4



Duplicate columns 1-8
from the previous card.

Module 1 C Format 0 1
9 10 11 12

INJURY CLASSIFICATION IC-1

NOTE: Each line in the table below is a separate record (card).
Duplicate columns 1 - 12 for each completed line.

OCCUPANT INJURY CLASSIFICATION

				PRIMARY OIC					ASSOCIATED OIC					COMMENTS	
OCCUPANT NUMBER	INJURY NUMBER	PLACE CONTACTS IN ORDER OF PROBABILITY (HORIZONTALLY). START WITH MOST PROBABLE IN 1ST CONTACT AREA COLUMN.		AREA(S) OF POSSIBLE CONTACT 1ST 2ND	BODY REGION 1	ASPECT 2	LESION 3	SYSTEM/ORGAN 4	SEVERITY 5	BODY REGION 1	ASPECT 2	LESION 3	SYSTEM/ORGAN 4	SEVERITY 5	
		1ST	2ND												
13-14	15-16	17-18	19-20	COMMENTS	21	22	23	24	25	26	27	28	29	30	
Duplicate "Occupant Number" for each line.	<u>01</u>	<u>01</u>	<u>52</u>	<u>87</u>											Fore head
		<u>02</u>	<u>87</u>	--											cheek
		<u>03</u>	<u>87</u>	--											lip
		<u>04</u>	<u>98</u>	<u>87</u>											
		<u>05</u>	<u>87</u>	<u>65</u>											
		<u>06</u>	<u>27</u>	--											
		<u>07</u>	<u>86</u>	--											
		<u>08</u>	<u>27</u>	<u>98</u>											
		--	--	--											
		--	--	--											
		--	--	--											
		--	--	--											
		--	--	--											
		--	--	--											

NOTE: USE ADDITIONAL PAGES IF NECESSARY.

INJURY CLASSIFICATION IC-2

CODES FOR AREAS OF POSSIBLE OCCUPANT CONTACT

FRONT OF PASSENGER COMPARTMENT

- (10) SUNVISOR, FITTING(S) &/OR TOP MOLDING
- (12) WINDSHIELD
- (05) INSTRUMENT PANEL (SPECIFIC AREA UNKNOWN)
- (54) UPPER INSTRUMENT PANEL (X)
- (55) MIDDLE INSTRUMENT PANEL (Y)
- (56) LOWER INSTRUMENT PANEL (Z)
- (81) ASH TRAY (INSTRUMENT PANEL)
- (02) GLOVE COMPARTMENT AREA
- (47) AIRBAG (ACRS) COMPARTMENT DOOR/COVER
- (57) BENEATH INSTRUMENT PANEL
- (53) PARCEL TRAY
- (48) KNEE RESTRAINT
- (86) VERTICAL CONSOLE
- (28) FOOT CONTROLS (INCL. PARKING BRAKE PEDAL)
- (09) STEERING ASSEMBLY (SPECIFIC AREA UNKNOWN)
- (65) STEERING WHEEL
- (66) STEERING WHEEL COLUMN
- (59) TRANSMISSION LEVER ON COLUMN
- (03) HARDWARE ITEM (SPECIFIC AREA UNKNOWN)
- (82) INSTRUMENT(S)
- (83) CONTROL KNOB(S) & LEVER(S) (FRONT)
- (84) PARKING BRAKE HANDLE IN FRONT
- (67) IGNITION KEY
- (06) MIRROR
- (04) HEATER OR AIR CONDITIONING DUCTS
- (01) AIR CONDITIONING OR VENTILATION OUTLET(S)
- (08) RADIO (BUILT IN)
- (58) ADD-ON TAPE DECK, RADIO, AC
- (68) ROOF MOUNTED CONTROLS/CONSOLES

REAR

- (88) SURFACE OF REAR INTERIOR
- (23) REAR WINDOW
- (39) REAR WINDOW HEADER
- (50) REAR SEAT CUSHION & BACK

INTERIOR-GENERAL

- (11) TRANSMISSION SELECTION LEVER (LOCATION UNK.)
- (59) TRANSMISSION LEVER ON STEERING COLUMN
- (44) TRANSMISSION LEVER ON FLOOR OR CONSOLE
- (07) PARKING BRAKE HANDLE (LOCATION UNKNOWN)
- (84) PARKING BRAKE HANDLE IN FRONT
- (85) PARKING BRAKE HANDLE ON FLOOR OR CONSOLE
- (28) FOOT CONTROLS (INCL. PARKING BRAKE PEDAL)
- (29) FRONT SEAT-BACK(S)
- (51) FRONT SEAT CUSHION
- (50) REAR SEAT CUSHION & BACK
- (49) ARMREST ON SEAT
- (89) UNDER SEAT BOTTOM
- (33) RESTRAINT SYSTEM HARDWARE
- (34) RESTRAINT SYSTEM WEBBING
- (87) AIR CUSHION SKIN (AIRBAG)
- (47) AIRBAG (ACRS) COMPARTMENT DOOR/COVER
- (46) AIRBAG GAS
- (48) KNEE RESTRAINT
- (30) HEAD RESTRAINT
- (42) CHILD SEAT RESTRAINTS
- (43) CHILD SEAT
- (31) INTERIOR LOOSE OBJECT
- (32) OTHER OCCUPANT(S)
- (52) INTERNAL FLYING GLASS (FROM ANY SOURCE)
- (41) UNKNOWN INTERIOR SURFACE

SIDES

- (20) SURFACE OF SIDE INTERIOR
- (19) HARDWARE ON SIDE OR DOOR
- (13) ARMREST ON SIDE OR DOOR
- (24) COAT HOOK
- (22) WINDOW GLASS (SIDE)
- (21) WINDOW FRAMES (SIDE)
- (26) ROOF SIDE RAIL
- (14) A-PILLAR
- (15) B-PILLAR
- (16) C-PILLAR
- (17) D-PILLAR

FLOOR

- (40) FLOOR
- (27) CONSOLE ON FLOOR OR BETWEEN SEATS
- (44) TRANSMISSION LEVER ON FLOOR OR CONSOLE
- (85) PARKING BRAKE HANDLE ON FLOOR OR CONSOLE
- (28) FOOT CONTROLS (INCL. PARKING BRAKE PEDAL)
- (91) KICKPANEL

ROOF

- (25) ROOF OR CONVERTIBLE TOP
- (10) SUNVISOR, FITTING(S) &/OR TOP MOLDING
- (26) ROOF SIDE RAIL
- (24) COAT HOOK
- (18) DOME LIGHT
- (39) BACKLIGHT HEADER
- (68) ROOF MOUNTED CONTROLS/CONSOLE
- (69) ROLL BAR

EXTERIOR SURFACE OF CASE VEHICLE

- (37) OUTSIDE SURFACE OF CASE VEHICLE (SPECIFIC AREA UNKNOWN)
- (35) HOOD OF CASE VEHICLE
- (60) EXTERIOR OF CASE VEHICLE (E.G. OUTSIDE MIRRORS, ANTENNA, TRIM)
- (62) EXTERIOR SIDE ROOF RAIL OF CASE VEHICLE
- (63) TRUNK LID OF CASE VEHICLE
- (64) TIRES OF CASE VEHICLE

BEYOND CASE VEHICLE BOUNDARY

- (36) AREA EXTERIOR TO CAR (SPECIFIC AREA UNK.)
- (70) HOOD OF OTHER VEHICLE
- (71) OTHER VEHICLE EXTERIOR HARDWARE (E.G. OUTSIDE MIRRORS, ANTENNA, TRIM)
- (73) EXTERIOR SIDE ROOF RAIL OF OTHER VEHICLE
- (74) HEADLIGHT OR FRONT GRILL OF OTHER VEH.
- (75) TRUNK OF OTHER VEHICLE
- (76) OUTSIDE SURFACE OF OTHER VEHICLE
- (77) TIRES OF OTHER VEHICLE
- (78) GROUND
- (79) WATER
- (80) EXTERIOR OBJECT (NOT VEHICLE, GROUND, OR WATER. PLEASE DESCRIBE.)

PENETRATING OBJECTS

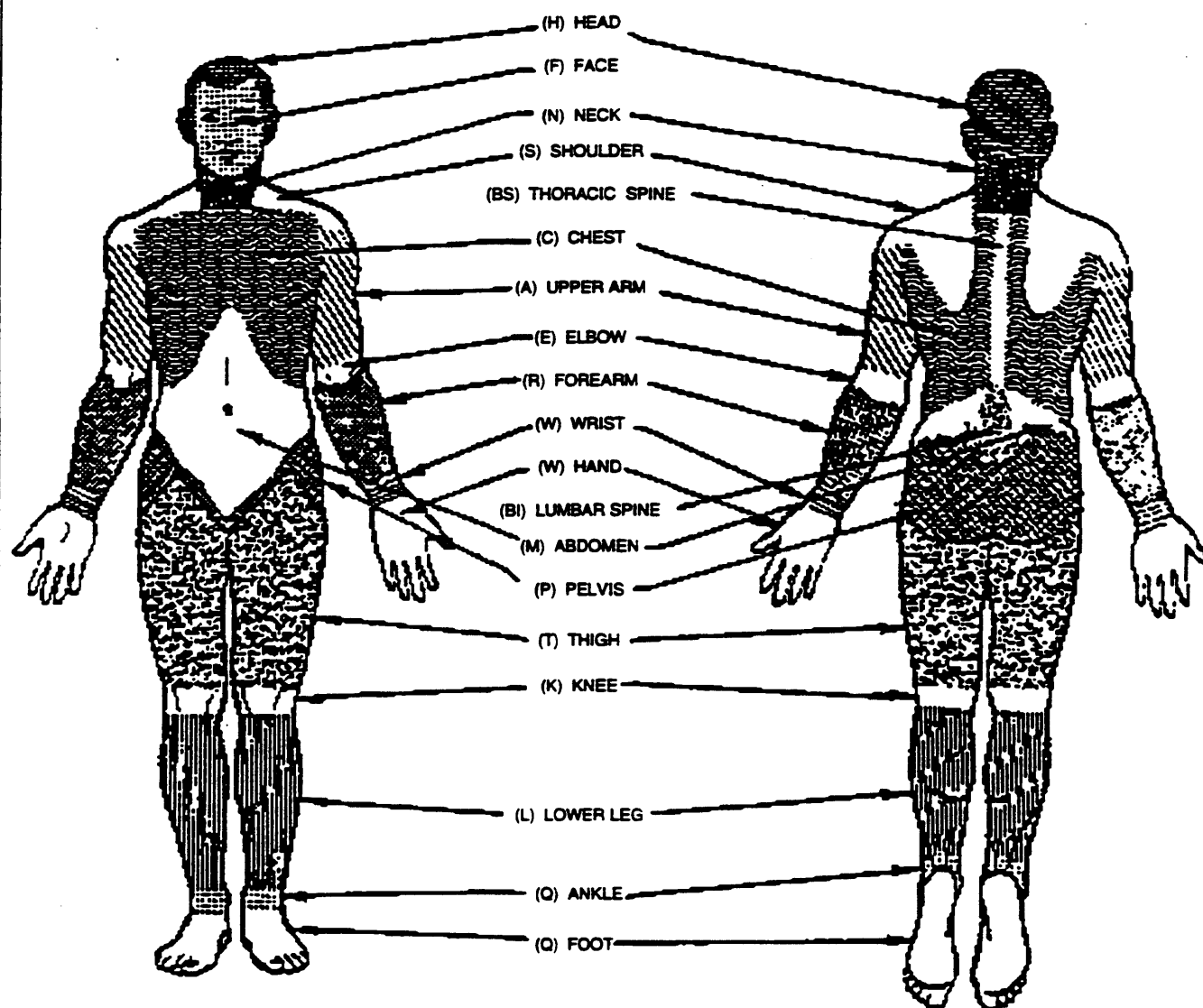
- (61) OTHER VEHICLE
- (72) OBJECTS (DESCRIBE)

MISCELLANEOUS

- (00) NO CONTACT (INVALID FIELD FORM CODE)
- (38) OTHER (E.G. FIRE. DESCRIBE)
- (90) SPARE TIRE
- (96) INDUCED
- (97) EJECTED, UNKNOWN CONTACT
- (98) IMPACT FORCE, "WHIPLASH", HYPEREXTENSION/COMPRESSION
- (99) UNKNOWN AREA OF CONTACT

INJURY CLASSIFICATION IC-3

THE FIGURE BELOW
IS AN EXPLANATION OF THE BODY REGION CODES
LISTED ON PAGE IC - 4.



INJURY CLASSIFICATION IC-4

CODES FOR OCCUPANT INJURY CLASSIFICATION (OIC)

1 BODY REGION

(H) HEAD/SKULL
 (F) FACE
 (N) NECK
 (S) SHOULDER
 (X) UPPER EXTREMITIES
 (A) ARM (UPPER)
 (E) ELBOW
 (R) FOREARM
 (W) WRIST/HAND
 (C) CHEST
 (M) ABDOMEN
 (B) BACK
 (P) PELVIC/HIP
 (Y) LOWER EXTREMITIES
 (T) THIGH
 (K) KNEE
 (L) LEG (LOWER)
 (Q) ANKLE/FOOT
 (O) WHOLE BODY
 (U) UNKNOWN

3 LESION

(L) LACERATION
 (C) CONTUSION
 (A) ABRASION
 (F) FRACTURE
 (P) PERFORATION, PUNCTURE
 (K) CONCUSSION
 (V) AVULSION
 (R) RUPTURE
 (S) SPRAIN
 (D) DISLOCATION
 (N) CRUSH
 (M) AMPUTATION
 (B) BURN
 (G) DETACHMENT, SEPARATION
 (Z) FRACTURE AND DISLOCATION
 (T) STRAIN
 (E) TOTAL SEVERANCE, TRANSECTION
 (O) OTHER
 (U) UNKNOWN

4 SYSTEM/ORGAN

(S) SKELETAL
 (V) VERTEBRAE
 (J) JOINTS
 (D) DIGESTIVE
 (L) LIVER
 (N) NERVOUS SYSTEM
 (B) BRAIN
 (C) SPINAL CORD
 (E) EARS
 (O) EYES
 (A) ARTERIES
 (H) HEART
 (Q) SPLEEN
 (G) UROGENITAL
 (K) KIDNEYS
 (R) RESPIRATORY
 (P) PULMONARY/LUNGS
 (M) MUSCLES
 (T) THYROID, OTHER ENDOCRINE GLAND
 (I) INTEGUMENTARY (SKIN)
 (W) ALL SYSTEMS IN REGION
 (U) UNKNOWN

2 ASPECT

(R) RIGHT
 (L) LEFT
 (B) BILATERAL
 (C) CENTRAL
 (A) ANTERIOR/FRONT
 (P) POSTERIOR/BACK
 (S) SUPERIOR/UPPER
 (I) INFERIOR/LOWER
 (W) WHOLE REGION
 (U) UNKNOWN

BODY REGION	ASPECT	LESION	SYSTEM/ORGAN	SEVERITY
1	2	3	4	5

5 SEVERITY
(OR "AIS", ABBREVIATED INJURY SCALE)

(0) NONE
 (1) MINOR
 (2) MODERATE
 (3) SERIOUS
 (4) SEVERE
 (5) CRITICAL
 (6) MAXIMUM
 (9) UNKNOWN

Case No.: PN3703-98

Case Date (y): 1998 (Newspat)

Type: Cavalier LB, 4-door sedan

Driver: 43-year-old female

Vehicle: 1991 Ford Bronco XL, 4 x 2 wagon

Light Conditions: Daylight

Weather: Clear

Road Surface: Dry

Road Construction: Asphalt





PN3703-98 #2



PN 3703-98 #3



PN 3703-98 #4



PN 3703-98 #5



PN 3703-98 #6



PN3703-98 #7
Best Available



PN 3703-98 #8



PN 3703-98 #9



PN 3703-98 #10



PN 3703-98 #11



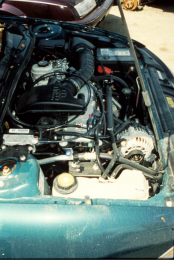
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PN3703-98 #14



PN 3703-98 #15



PN 3703-98 #16



PN3703-98 #17



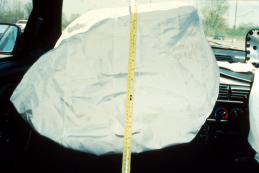
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PN 3703-98 #19



PN3703-98 #20



PN 3703-98 #21
Best Available



PN 3703-98 #22
Best Available



PN 3703-98 #23



PN 3703-98 #24



PN 3703-98 #25



PN 3703-98 #26
Best Available



PN 3703-98 #27
Best Available



PN 3703-98 #28



PN 3703-98 #29



PN 3703-98 #30



PN 3703-98 #31



PN 3703-98 #32



PN 3703-98 #33



PN 3703-98 #34



PN 3703-98 #35



PN3703-98 #36



PN 3703-98 #37



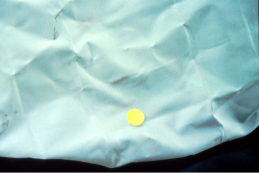
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PN3703-98 #39



PN3703-98 #40



PN3703-98 #41



PN 3703-98 #42



PN 3703-98 #43

CASE NO.: 19M-0703-00

CASE RECORD: 1998 Chevrolet

TYPE: Cavalier LS, 4-door sedan

OCCUPANT: Driver, 40-year-old female

STATURE: 163 cm (5 ft 4 in) WEIGHT: 48 kg (106 lb)

RESTRAINTS: 3-point belt worn and airbag deployed

SEVERITY: NAG - 1 - 1 - 100 - 2

